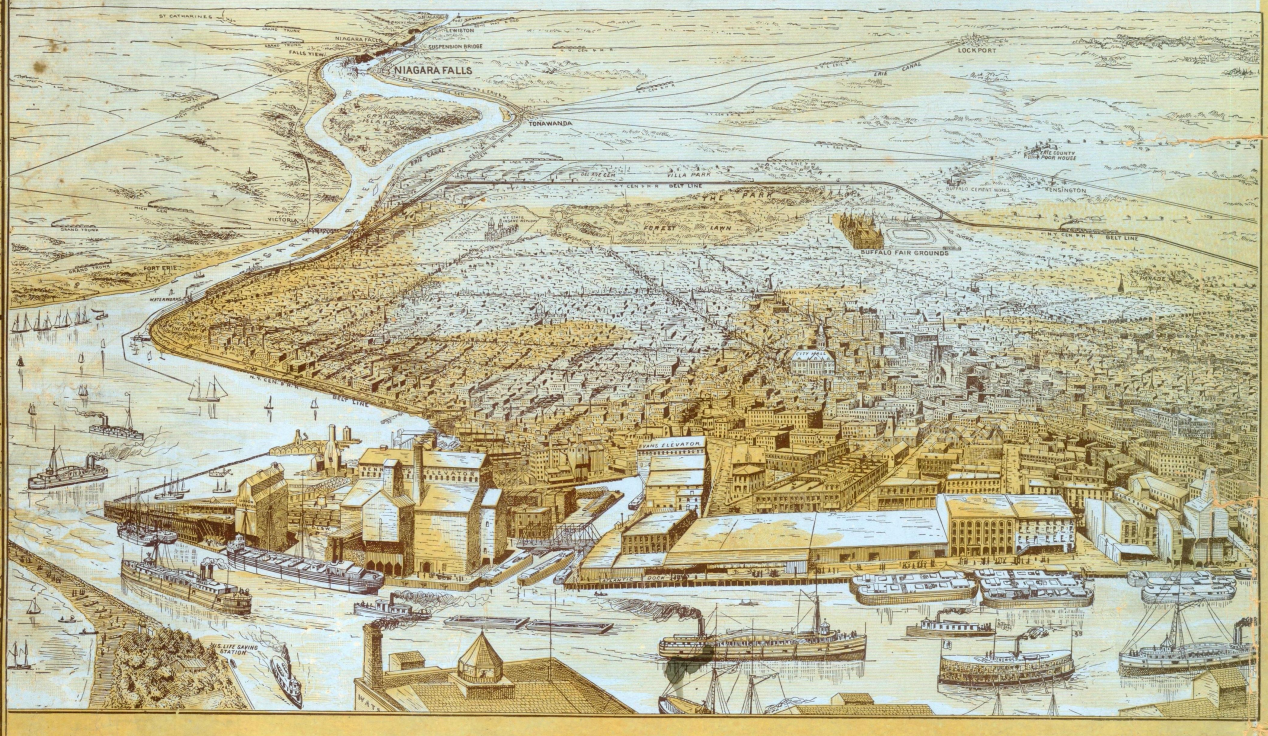
BUFFALO



BUFFALO MORNING EXPRESS. EXCELSIOR

ESTABLISHED 1846. J. N. MATTHEWS, Editor and Proprietor. NEW ISSUE, 1878.

"EXTRA NUMBER"
ISSUED AS A
SOUVENIR
OF THE
INTERNATIONAL
INDUSTRIAL
FAIR
SEPT. 4th TO 14th
1888.

MATTHEW NORTHRUP & CO.
BUFFALO N.Y.

ARTISTIC ENGRAVING PRINTING BINDING

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THE Manufacturers' AND Traders' Bank

BUFFALO, N. Y.

ESTABLISHED 1856.

Capital,	$900,000
Surplus,	150,000
Undivided Profits,	100,000
Deposits,	4,000,000

Officers.

PASCAL P. PRATT, *President.*
FRANCIS H. ROOT, *Vice-President.*
JAMES H. MADISON, *Cashier.*
HARRY T. RAMSDELL, *Assistant Cashier.*
RICHARD H. DANFORTH, *Second Assistant Cashier.*

Directors.

PASCAL P. PRATT, FRANCIS H. ROOT,
JAMES H. MADISON, BRONSON C. RUMSEY,
GIBSON T. WILLIAMS, WILLIAM H. GLENNY,
JOHN D. HILL, FRANKLIN D. LOCKE,
JOHN L. WILLIAMS, NELSON HOLLAND,
ROBERT L. FRYER, WILLIAM HAMLIN.

Accounts of Banks, Bankers, Manufacturers, Merchants, and others, received on the most favorable terms.

Collections Promptly Remitted for at Lowest Rates

BROWN BROS. & CO.'S LETTERS OF CREDIT ISSUED.

Merchants' Bank of Buffalo

ORGANIZED 1881.

CAPITAL,	$ 300,000
SURPLUS,	75,000
DEPOSITS,	1,600,000
LOANS,	1,700,000

WM. H. WALKER, President.
JAS. R. SMITH, Vice-President.
F. W. FISKE, Cashier.
WM. H. D. BARR, Ass't Cashier.

Directors.

WM. H. WALKER, *Wm. H. Walker & Co., Wholesale Boots and Shoes.*
A. P. WRIGHT, *A. P. Wright & Son, Grain.*
WM. H. GRATWICK, *Gratwick, Smith & Fryer, Lumber.*
ROBERT B. ADAM, *Adam, Meldrum & Anderson, Dry Goods.*
GEO. W. MILLER, *Buffalo Car Manufacturing Co.*
J. R. SMITH, *Smith, Fassett & Co., Lumber.*
J. B. MANNING, *Maltster.*
J. F. SCHOELLKOPF, *Schoellkopf & Mathews, Millers.*
GEO. URBAN, *Urban & Co., Millers.*
DANIEL O'DAY, *National Transit Co.*
DAN'L N. LOCKWOOD, *Attorney.*

OFFERING the most favorable terms, we solicit the accounts of Merchants, Banks, Manufacturers, Incorporated Companies, and individuals, assuring all of careful and prompt attention.

Letters of Credit and Foreign Exchange

FURNISHED TO THOSE CONTEMPLATING TRAVEL ABROAD.

SPECIAL ATTENTION GIVEN TO COLLECTIONS. REMITTANCES MADE PROMPTLY ON DATE OF PAYMENT.

Third National Bank

(UNITED STATES DEPOSITARY)

OF BUFFALO.

CAPITAL,	$500,000
SURPLUS,	130,000
UNDIVIDED PROFITS,	26,000
DEPOSITS,	1,500,000

Directors.

HON. L. L. LEWIS, *Justice Supreme Court.*
PASCAL P. PRATT, *Capitalist.*
CHARLES G. CURTISS, *Grain Merchant.*
ROBERT KEATING, *Wholesale Leather.* (OF ROOT & KEATING.)
JOHN D. HILL, M. D.
JOHN SATTERFIELD, *Union Oil Co.*
LEOPOLD MARCUS, *Wholesale Clothing.* (OF L. MARCUS & SON.)
JOHN N. SCATCHERD, *Lumber.*
CHARLES A. SWEET, *President.*

Officers.

CHARLES A. SWEET, *President.*
JOHN D. HILL, *Vice-President.*
NATHANIEL ROCHESTER, *Cashier.*
B. C. RALPH, *Assistant Cashier.*

PERSONAL ACCOUNTS ARE ESPECIALLY INVITED, WHETHER LARGE OR SMALL, AND EVERY FACILITY CONSISTENT WITH CAREFUL BANKING OFFERED TO THOSE DOING BUSINESS WITH THIS BANK.

WE ISSUE BROWN BROS & CO.'S CIRCULAR LETTERS OF CREDIT FOR TRAVELERS ABROAD, AND DRAW OUR OWN BILLS OF EXCHANGE DIRECT ON THE PRINCIPAL CITIES OF ENGLAND, IRELAND, GERMANY, FRANCE, AND EUROPE GENERALLY.

IT IS THE AIM AND PURPOSE OF THE OFFICERS AND DIRECTORS OF THIS BANK, WITH THE CO-OPERATION OF THE STOCKHOLDERS, TO MAKE THIS BANK STRONG BY REASON OF ITS CONSERVATIVE MANAGEMENT.

WITH AMPLE FACILITIES FOR THE TRANSACTION OF A GENERAL BANKING BUSINESS. CORRESPONDENCE, OR INTERVIEW WITH A VIEW TO BUSINESS RELATIONS, IS INVITED.

National Savings Bank

COR. MAIN AND ERIE STREETS,

BUFFALO, N. Y.

OFFICERS:

DANIEL C. BEARD, *President.*
R. L. BURROWS, *2d Vice-President.*
EDWARD S. DANN, *Secretary and Treasurer.*
JAMES E. FORD, *Attorney.*

TRUSTEES:

DANIEL C. BEARD,	JOHN WILKESON,	LEON F. HARVEY,
PETER J. FERRIS,	JAMES F. TROTT,	ORANGE W. CLARK,
PAUL GOEMBEL,	GEO. T. ENOS,	WM. F. PRATT,
JOHN C. HARVEY,	THOMAS B. FRENCH,	EDWARD S. DANN,
ROSWELL L. BURROWS,	CHARLES BERRICK,	WILLIAM H. PEABODY.

Buffalo Savings Bank

CHARTERED MAY 8, 1846.

TOTAL RESOURCES,	$10,573,289.24
DUE DEPOSITORS,	8,738,825.68
SURPLUS,	$ 1,834,463.56

OFFICERS.

WARREN BRYANT, President.
E. G. GREY, 1st Vice-President.
E. L. STEVENSON, 2d Vice-President.
J. U. WAYLAND, Secretary.
C. D. MARSHALL, Attorney.

TRUSTEES.

WARREN BRYANT,	CHAS. G. CURTISS,	JOHN D. HILL,
CHRIST'R RODENBACH,	G. FRED'K ZELLER,	JOHN P. DIEHL,
J. W. A. MEYER,	E. G. GREY,	JOHN L. KIMBERLY,
EDWARD BENNETT,	FRANCIS H. ROOT,	EDWARD P. BEALS,
E. L. STEVENSON,	WM. H. GLENNY,	J. M. RICHMOND.

Number of Open Accounts, 23,915

Erie County Savings Bank

INCORPORATED 1854.

STATEMENT, JULY 1, 1888.

RESOURCES.

Bonds and Mortgages,	$5,686,938 69
U. S. Bonds, "Market Value,"	5,402,735
Bonds of Cities in this State, "Market Value,"	2,125,761 68
Bonds of Counties in this State, "Market Value,"	212,790
Loaned on stocks,	7,550
Banking House, "Present Value,"	100,000
Cash on deposit in Banks,	1,183,577 48
Cash on hand,	178,000 34
Interest "accrued,"	248,340 27
	$15,145,693 46

LIABILITIES.

Due Depositors,	$12,893,421 87
Surplus,	2,252,271 59
	$15,145,693 46

OFFICERS.

GIBSON T. WILLIAMS, President.
DAVID R. MORSE, First Vice-President.
ETHAN H. HOWARD, Second Vice-President.
ROBERT S. DONALDSON, Sec'y and Treas.
E. C. SPRAGUE, Attorney.

TRUSTEES.

GIBSON T. WILLIAMS,	CHARLES GREINER,	DAVID R. MORSE,
GEORGE W. TOWNSEND,	ETHAN H. HOWARD,	JAMES H. LEE,
F. AUGUSTUS GEORGER,	HENRY M. WATSON,	ALEXANDER BRUSH,
OLIVER J. EGGERT,	HENRY M. KENT,	PHILO D. BEARD,
ALFRED P. WRIGHT,	FREDERICK H. JAMES,	JAMES SWEENEY.

Bank of Commerce

IN BUFFALO.

CAPITAL,		$200,000
SURPLUS FUND,	$240,000	
UNDIVIDED PROFITS,	45,800	285,800

Officers:

THOS. THORNTON, President.
H. G. NOLTON, Vice-President.
E. W. HAYES, Cashier.
W. P. REED, Assistant Cashier.

Directors:

THOS. THORNTON, N. C. SCOVILLE,
JAS. R. SMITH, JOHN WHITE,
EDMUND HAYES, H. G. NOLTON,
E. L. HEDSTROM, GEO. W. MILLER,
EDWARD W. HAYES.

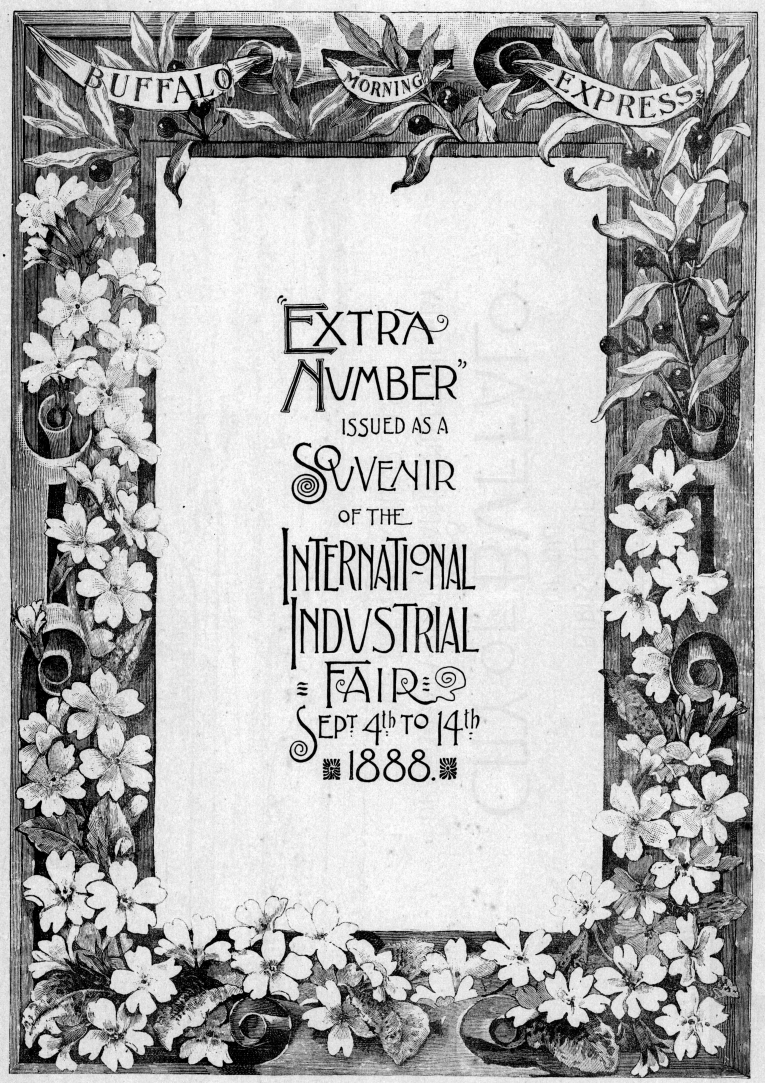
ISSUE DRAFTS on our own correspondent in London. Purchase sterling bills. Arrange credits for travelers available at any of the principal cities throughout the world. Issue drafts on the Canadian Bank of Commerce payable at any of the many branches of that bank throughout Canada. Make telegraphic transfers of money to Europe and to all of the principal cities of the United States and Canada.

Accounts of corporations and individuals will at all times receive prompt attention, and their interests will be most economically cared for.

Collections made on the most reasonable terms, and interest allowed on deposits by agreement.

BANK OF BUFFALO

ESTABLISHED 1873.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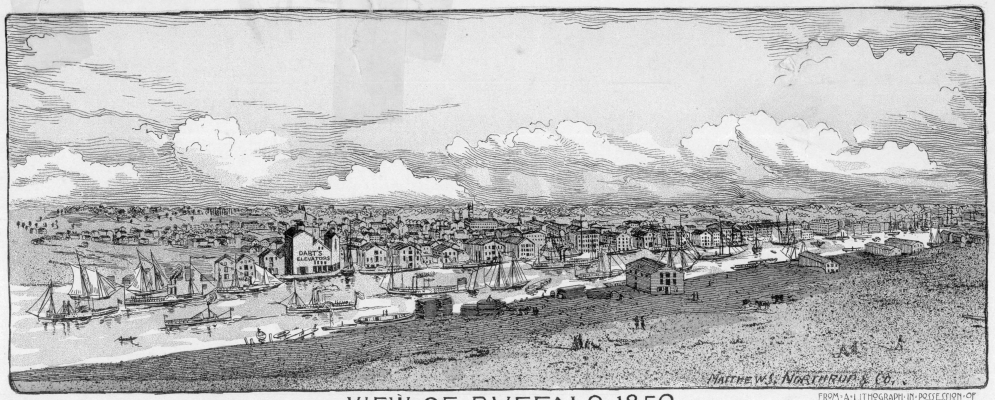
VIEW OF BUFFALO. 1825.

FROM A PHOTOGRAPH OF AN OLD DRAWING IN POSSESSION OF THE BUFFALO HISTORICAL SOCIETY.



VIEW OF BUFFALO. 1850.

FROM A LITHOGRAPH IN POSSESSION OF THE BUFFALO HISTORICAL SOCIETY.

BIRD'S-EYE VIEW
OF THE

CITY OF BUFFALO

1888.

DRAWN FROM PHOTOGRAPHS AND ETCHED BY
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BUFFALO MORNING EXCELSIOR EXPRESS.

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THE CITY OF BUFFALO

ITS HISTORY AND INSTITUTIONS

WITH

ILLUSTRATED SKETCHES

OF

Its Industries and Commerce

AND

SOME OF ITS CITIZENS

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BUFFALO, N. Y.
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OFFICE OF THE "BUFFALO MORNING EXPRESS."
1888.

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BUFFALO EXPRESS

DAILY—SUNDAY—WEEKLY.

THE FAVORITE REPUBLICAN AND INDEPENDENT NEWSPAPERS IN WESTERN NEW-YORK.

SINGLE COPIES THREE CENTS.

ALL THE NEWS received from every part of the world up to half-past three o'clock in the morning every day in the year. Delivered to subscribers in the city or sent by mail, prepaid, to any post-office in the United States or Canada, at the following rates:

DAILY, with Sunday, per year	$10 00
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ALL COMMUNICATIONS, of whatever nature, for these papers, should be addressed to

J. N. MATTHEWS,
Editor and Proprietor,
BUFFALO, N. Y.

Office, 179 Washington Street.

EVOLUTION AND ADVENT.

If it were done when 'tis done, then
'twere well
It were done quickly.

At least it has been done quickly. Not two months have passed since the indefatigable young manager of the International Industrial Fair undertook to enlist the sympathy and active efforts of THE EXPRESS in behalf of that great enterprise, and this "Extra Number" of that newspaper is the first fruit of what he feared would prove a hopeless undertaking. His words were not wasted. We determined instantly to make the Fair an occasion for showing what THE EXPRESS could do when put to its trumps, so to speak, and especially when there was opportunity for promoting the honor and glory and prosperity of the City of Buffalo. Hence this "Souvenir." When this resolution was so suddenly arrived at, there was not a stick of material at hand with which to construct so considerable a work. There was not a line written — no unemployed people were in sight to do the writing. Of all the new pictures in the following pages not one was drawn or engraved — there was not even a photograph taken from which to make a picture. There was not a sheet of paper made on which to print the work. There was not a type cast to print it from. The great Art-Printing Works of MATTHEWS, NORTHRUP & Co. were crowded with orders, and had in fact been running over-time for nearly a year. The efficient EXPRESS staff were fully occupied in producing a live newspaper seven days in the week. In short, the whole fabric was to be constructed from the ground up, and there was nothing to begin with. To issue such a paper in time for the Fair was equivalent to adding a *Harper's Weekly* each week to the product of an establishment which was apparently already running at its full capacity. But there is no knowing what can really be done till the effort is made. In this case an army of willing heads and hands responded to the call made upon them and so the all-but impossible was handsomely achieved.

On the 15th of July last THE SUNDAY EXPRESS contained what was called an "Important Announcement." This was to the effect that THE EXPRESS would issue, at the beginning of the Fair, an "Extra Number," in superb form, as a souvenir of that event. If the representative business-men of this city would but evince a proper or even a moderate degree of interest in the enterprise, we said, that "Extra Number" should be altogether the largest, handsomest, and most profusely-illustrated newspaper ever printed in this country. Here, speaking for itself, in silent eloquence, is the ample fulfillment of that promise.

Honestly, we do not think that the most exacting critic can truthfully say that the word of promise in the comprehensive announcement, while kept to the ear, has been broken to the just hope of those who have patronized the "Extra Number." If our endeavors were adequately appreciated, we promised that this publication should be more an immense pictorial magazine than a newspaper,— we promised that it should be "a splendid literary panorama of the great manufacturing, industrial, and commercial interests of that most thriving and beautiful city in Western New-York which is believed to have a future of marvellous growth and imperial prosperity,— a vivid yet truthful presentation of the superior advantages offered by Buffalo as a field for prudent enterprise and legitimate investment." That is just what this sumptuous publication is.

So much as to the general character of the work — now as to its size and style. We said that, if our expectations were realized, this "Extra Number" of THE EXPRESS would have the same dimensions as the regular sheet, but from six to eight times as many pages and *ten* times its weight. The pages of this work are considerably larger than those of the regular sheet, and counting the cover it has eight times as many pages. The regular sheet has eight pages — the "Extra Number" has sixty-four. *Fifteen* of the regular sheets do not overbalance its weight. We said it would be printed on superfine tinted paper and have an attractive illuminated cover of strong, tough paper, wire-stitched, forming a substantial and durable book. And so, surely, it is.

In short, not to multiply words, our purpose was to make this "Extra Number" worthy not only of this auspicious occasion — for we said we regarded the coming International Industrial Fair as the most important and promising event in this city's history — but worthy also of Buffalo and THE EXPRESS. And, gentle reader and just, say, is it not at least all of that?

Of course the work is not perfect, but we did not promise perfection. THE EXPRESS has never hoped to reach that point in anything. But whatever shortcomings may be observed, we know that they are due to none on our part.

We hoped it would contain "an illustrated description of every important business concern in the city." It does not. Many old and very important industrial concerns have no representation whatever in the following pictorial pages. But who is to blame? NOT THE EXPRESS. If they would not we could not.

Also we said it would not be our fault if the "Extra Number" did not give "an excellent portrait of every representative business-man in the city." It does give a great many — 208, almost an unexpected display — but many more are absent and some are conspicuously so. But you cannot take every representative business-man by the scruff of the neck and compel him to have his picture taken. Energetic measures have been in vogue all through the preparation of this work, but everything has been done decently and in order.

If violence has been done to any citizen's feelings, the sin can only be an act of omission, and that as much his fault as ours. We told those who were hesitating about allowing the use of their portraits for this purpose, or were reluctant to "appear in print," that they might rest assured "they would find themselves in mighty good company should our representatives succeed in overcoming such modest scruples." And now, to any one who did not believe that assurance, all we can say is that if he is vexed or sorry because his portrait is not to be found in this goodly company, we are not.

Short announcements followed the first one almost daily, but in none of them was a word said which has not been justified by the event. We said that the type used should be new, and it was. Another described the means by which the "Extra Number" would show the city "as seen by a bird's eye" We promised that the picture should convey "such an accurate idea of the magnitude of this prosperous and growing city as cannot otherwise be formed. The lake, the harbor, the river, the canal, the approaches, the net-work of railroads, the lines encircling the city, all the buildings which the eye could identify from an elevation, the parks, the suburbs away to Niagara Falls, — all will be seen and recognized in this costly picture." Now turn back this leaf and look at the beautiful Bird's-eye View of Buffalo which is the Frontispiece of this work, and own that we said not a word too much about it! So with the other announcements. Every promise has been redeemed in the spirit and to the very letter of it.

Finally, speaking of the "Boom Editions" which many enterprising newspapers have issued recently, "as big as possible." and having a considerable collection of them, which we had carefully examined, we said, "it is because we know something about the subject that we say, with full confidence, that there has never yet been a 'Boom Edition' issued that could compare in either literary and artistic merit or mechanical perfection with the forthcoming 'Extra Number' of THE EXPRESS. *It will beat them all.*' And it does. We are quite sure of that. So, with serene confidence, conscious of having done our very best to win the public approval, we cheerfully await the public verdict.

"CROWDED OUT."

If we could only have printed all the matter and all the pictures that were planned for the "Extra Number," what an immense thing it would have been!

If we could have printed even the text and illustrations that were actually prepared for it, what a great Souvenir it would have been!

But there are limitations — inexorable limitations — to time and space, and somehow we seemed to run up against them very soon when the whole literary and artistic force employed got under full headway in the work of composition and illustration.

With another week in which to work, ten pages might easily have been added. With another month there is no imagining what magnificent proportions it might have reached!

ACKNOWLEDGMENTS.

The publisher of this "Extra Number" of THE EXPRESS has one very pleasant task to perform in connection with it — a task which involves at once a duty and a privilege. He has to return thanks for much good work that has been done for it by his direction and in his behalf.

Among the earlier announcements elsewhere mentioned was one which afforded him infinite satisfaction. This told of a special engagement with Mr. FRANK A. CRANDALL to take editorial charge of the "Extra Number." That announcement was headed "The Man for the Work." A few days previously, noticing his retirement from the *Providence Telegram*, which he had edited the last two years, THE EXPRESS had said: "For eight years previous to those two, Mr. CRANDALL was managing editor of THE BUFFALO EXPRESS, and our readers know in what high esteem he was held here. All the golden opinions he won from all sorts of people he richly deserved. We parted with him with great reluctance, and can only hope that his plans for the future will bring him an adequate reward. What we know about him is this: that a more accomplished all-round newspaperman than FRANK A. CRANDALL, or a more versatile and forcible editorial writer, never came within the scope of our close observation."

This opinion of his capability explained our gratification at having secured Mr. CRANDALL's invaluable assistance in carrying on the important work then in hand. We knew that his part would be thoroughly done. His modesty forbids our saying anything here beyond the simple truth that we did not expect any more of him than he has performed. Every line of the matter printed in these sixty enormous pages — equal to nearly a thousand ordinary octavo pages — will have passed under his experienced eye before it gets to that of the reader, and no small part of the writing was also done by him. The announcement of his engagement was dated July 21st. If any man ever did more hard literary work than Mr. CRANDALL has rushed out in the form of "copy" and "proof" between that date and this — September 1st — we should be glad to make his acquaintance. Glutton for editorial work that Mr. CRANDALL is known to be, we think he must have had his fill of it in these six weeks.

Not often has so elaborate a piece of historical writing been undertaken on so short a notice and with so brief a time for its accomplishment as the History of Buffalo was undertaken by Mr. ALLEN G. BIGELOW and Mr. JOSEPHUS N. LARNED. Still less often has so excellent a work been produced under such adverse conditions. Upon Mr. BIGELOW fell the chief burden of research and composition, Mr. LARNED contributing invaluable assistance as editor and critic. It is due to these gentlemen to say that the limits of space to which they were confined prevented their treatment of the more recent periods of the city's history with the picturesque and graphic minuteness which make the chapters devoted to our strictly historic age as glowing and absorbing as a romance. The opportunity should be given them to complete their most excellent History on the same scale upon which it was begun. It is altogether probable that such an opportunity will be found at no very distant day.

All readers of the Souvenir, we take no risk in saying, will join us in thanking Mr. HEDSTROM for the research and labor which he gave to the very graphic and complete sketch of the rise and progress of the coal trade, which forms so conspicuous a feature of this "Extra Number." His history of the coal trade in Buffalo will be the standard of reference hereafter, so far as that subject is concerned.

To Lieut. HAY similar acknowledgments are due for the history of Fort Porter — an original work, for which the data were meager, but which has been most thoroughly and skillfully done.

Mr. L. D. COFFRAIN, of THE EXPRESS staff, took the laboring oar in preparing the biographies of leading citizens, which are so considerable and so important a part of this work, and the prominent men of Buffalo may consider themselves fortunate in having fallen into the hands of so accomplished and so conscientious a biographical writer.

Much work of a similar character was done — and well done — by Mr. E. R. LAWRENCE, Mr. C. F. KINGSLEY, and Mr. A. C. BROWN, who are also writers regularly employed on THE EXPRESS.

The history of the commerce of Buffalo was prepared by Mr. HORACE WILCOX, the veteran commercial reporter of THE EXPRESS. He has summered and wintered with the commercial interests of the city till he knows them as he does the Bible — and few men know that good book better than he.

Mr. PHIN M. MILLER, the hustling editor of *The Matthews-Northrup Railway Guide*, has given the history and status of the great railroad interests of the city authentically and readably.

While some good work from Mr. FRANK H. SEVERANCE is to be found in these pages, the best work which he did for the Souvenir was reluctantly omitted in order to make room for more importunate contributions. This work was a literary history of Buffalo — a curious and most interesting account of the various ventures in authorship which have been made here since the first settlement. Mr. Severance had unearthed many real literary curiosities, and made a sketch of genuine interest and value. This work had never before been done, but it was one well worth doing. It will not be lost, however, but will go to enrich the columns of THE SUNDAY EXPRESS, of which popular journal Mr. Severance is the accomplished and industrious managing editor.

Dr. F. BRADNACK collected with diligence and collated with intelligence the facts concerning the associations for carrying on the good works of literature, art, science, and charity. The sketches of Forest Lawn and the Crematory are also from his pen.

Miss ADA L. DAVENPORT wrote a very clever, and indeed we may say brilliant, description of the multifarious summer resorts which do so much to make life in Buffalo charming. It is due to her to say that her paper of five columns was compressed into a column and three quarters to make it fit the only space that could be found for it, and thus much of its grace and finish were sacrificed and only a skeleton left. It was a sad sacrifice, but one that couldn't be helped. Miss DAVENPORT also contributed several minor sketches.

Acknowledgments are due to Supt. MCMILLAN of the Park Department, and to Supt. KNAPP of the Water Department, for the brief but comprehensive histories of those important branches of the municipal establishment. Messrs. GILL, FLEURY, and CORCORAN, also furnished acceptable sketches.

Thanks, and many of them, are also due to Mr. F. W. JOPLING, chief artist in MATTHEWS, NORTHRUP & CO.'S establishment — to Mr. A. WILD, chief of the etching and photographing department and to Mr. A. C. CRANE his assistant — to Mr. ANDREW J. GLERUM, head draughtsman in their map department — and to Mr. GEO. F. CHRIST, head of the wood-engraving department. If these gentlemen had not put forth their best efforts, with celerity only equalled by their fidelity, and if they had not had the cheerful co-operation of their several assistants, there could not possibly have been so many beautiful illustrations as will be found in this "Extra Number."

Nor can we justly omit mention of Mr. ROBERT A. HAHN, the very capable and untiring superintendent of the printing-works; or Mr. HERMAN F. GENTZSCH, foreman of the press-room; or Mr. F. A. MORSE, who has had charge of the type-setting; or Mr. ED. F. VOGT, chief of the electrotyping department; or Mr. ANDERSON, proof-taker of the engravings; — to all of them, as well as to the many excellent workmen engaged upon the mechanical part of this work, we are greatly indebted for their ceaseless efforts to get it out "on time" and in good form. No greater or better service was ever done in a printing-office by the same number of men.

If he did not himself belong to MATTHEWS, NORTHRUP & CO., the grateful publisher would think he ought to make special acknowledgment to that firm not only for the great artistic excellence and mechanical skill displayed in the production of this "Extra Number" but for the unparalleled speed with which the entire work was done. What wear and tear of mind and body — what disappointment to many valued customers — this extraordinary exertion has cost, nobody but themselves can know. But "the senior" cannot refrain from bestowing a little well-earned praise upon his business associates. Mr. GEORGE E. MATTHEWS, who has had general charge of the work, Mr. WM. P. NORTHRUP, who has supervised every bit of the designing and engraving, Mr. HENRY STRAUB, head of the binding department, Mr. CHARLES E. AUSTIN, business manager of THE EXPRESS, and Mr. W. R. RAMSDELL, his assistant, who have taken care of the subscription and advertising department — to each and all of them alike he feels under deep personal obligation for their admirable and successful efforts to make the work complete and an honor to the whole concern.

Thanks, again and again!

A CITY FOR CONVENTIONS.

Every important National Convention except those of the great political parties has at some time or other been held in Buffalo. The Medical Association, the Association for the Advancement of Science, the Women's Congress, the conventions of various branches of the railway service, the Civil Engineers, the Saengerfest, and numerous others have met here, and in every case the members have gone away charmed with the city itself, with the hospitality of its people, and with the beauty of its surroundings. The Institute of American Architects is to meet here in October, the Wheelmen of the country have a National gathering here in connection with the International Fair, and the Democratic State Convention is to be held here September 12th.

The reasons why Buffalo is the ideal Convention City are many, and need to be but briefly recited in order to convince any reasonable man.

In the first place, the city is central in location, within striking distance of all the great aggregations of population both East and West.

In the second place, it is the most accessible of cities. All railroads now lead to Buffalo, and for those who have leisure and a capacity for enjoyment there are available great fleets of fine passenger steamers plying between Buffalo and all the lake cities.

In the third place, during the convention season, which is Summer and early Autumn, the climate of Buffalo is the coolest, the balmiest, the pleasantest, and the most healthful to be found on the continent. The people who come to it from such sweltering and reeking summer-furnaces as New-York and Chicago, St. Louis, Pittsburg, Cleveland, and Cincinnati, will find that its bracing lake-breezes, its abundant shade, its grass and flowers, make it a Summer Eden which they will leave with regret.

In the fourth place, its hotel accommodations, already good, will soon be among the best in the country. In addition to those well-known and well-kept and popular houses, the Genesee, the Tifft, the Mansion, the Broezel, and the Stafford, there has within the year been opened, on high ground on the bank of Niagara River, one of the finest hotels in the country — the Niagara. In addition still to this, there is now building, and will be opened next spring, one of the largest and finest hotels to be found anywhere, and undoubtedly the most completely fire-proof building of its kind in America. It is to be eight stories high and centrally located. With this addition, the hotel accommodations of Buffalo will be equal to any probable demand upon them. But if the demand should ever be too great, the enormous caravanseries of Niagara Falls are only half an hour away by rail, with four railroads running numerous trains at all hours. In addition still to all these, there are about thirty smaller hotels in the city, many of which furnish clean and comfortable quarters and excellent tables. The old cry of inadequate hotel accommodations at Buffalo for National gatherings ought not to be heard hereafter, for if it were ever true if is so no longer.

In the fifth place, no other city affords to delegates and visitors such opportunities for recreation during the intervals of convention proceedings. With 50 miles of asphalted pavements running through almost as many miles of shaded lawns, with 20 miles of park-roads and park scenery, with the best country roads in the land surrounding the city on every side, the opportunities for driving are unrivalled. The lovely summer clubs, on Grand Island in the Niagara River, with their beautiful houses and grounds, furnish a delightful means for entertaining visitors. There are other charming resorts on Grand Island and on the Canada shore at Fort Erie which are open to the public. There are also many cool green spots which invite the visitor along the various railroad lines, most of which may be reached from Buffalo in an hour or less — among them are Idlewood, Angola, Van Buren, Portage, Silver Lake, and Conesus. But above and beyond all are the two great National summer resorts of Chautauqua and Niagara, which everybody wishes to see. Both are close and familiar neighbors to Buffalo.

In the sixth place, Buffalo has the finest large Convention Hall in the country. The new Music Hall was built with especial reference to accommodating large bodies of this kind. It will comfortably seat 2,400, and in case of emergency can be made to hold twice as many. It has a smaller hall attached for subsidiary meetings, a sufficient provision of committee rooms, a completely equipped stage, restaurant, etc. This hall is new, safe, beautiful, and convenient.

In the seventh place, these several attractions combined ought to convince all organized National bodies that if they wish comfort and pleasure to mark their annual or biennial or triennial or quadriennial gatherings, Buffalo is the place to hold them.

"LINKED SWEETNESS, LONG DRAWN OUT."

THE EXPRESS is by some singular people looked upon as inclined to be critical, and at times even censorious. We ask these singular people to read the present "Extra Number," and forever after abandon their singularity.

If THE EXPRESS had been as censorious as Cato the Censor himself, surely this number would make amends for all that might have gone before. Here every man and every interest has celebrated himself or itself, or has been celebrated by friendly pens and pencils, to his heart's full content. Here the bright side, the good side, the handsome side, of everybody and everything has been shown. If there is a dark side or a bad side, this is not the place to show it. This is a love-feast, a feast of fat things, a feast at which no skeleton sits.

But because in this Souvenir Number we find only good in everything, it does not follow that there has been any falsehood or misrepresentation. It only shows that there are two sides to every story — that everybody and everything has his or its good side, and that the color of a description depends largely on the point of view. In the Souvenir Number we have chosen the favorable point of view, and told everybody's story as everybody likes to have it told. The result is pleasing to all whose story is told, and it ought not to be displeasing to any reader, for it is good occasionally to think well of the world and its inhabitants, and especially that part of it and them with which we are brought most closely in contact. It will do every man good to see the best points of his neighbor's character and achievements and belongings brought out, and to learn to think better of them all than he had been inclined to do. It will do us all good to talk well and think well of each other.

Wherefore this "Extra Number" of THE EXPRESS, with its great store of sweet sayings, may be a wholesome and conserving influence in the community.

BIG THINGS.

Buffalo's people and Buffalo's visitors who may read the present "Extra Number" of THE EXPRESS, will, we think, be struck — hit very forcibly, in fact — by the circumstance that so many Buffalo industries are not only big in themselves, but the biggest of their kind anywhere, or at least the biggest in America, which is the only anywhere that we need to consider in this connection.

The oil refineries, the glucose works, the bolt-and-nut works, the hemlock lumber company, the iron-bridge works, the fertilizer works, the sheep market, the malting industry, and no doubt others that we have overlooked are the biggest of their kind. Besides these, Buffalo roller mills, business desks, steam engines, threshing machines, soap, photographs, oils, printing, and many other products are known and bought in every part of the world.

As Buffalo is one of the youngest of all large cities, the fact that it already outstrips the country and the world in so many great branches of productive industry is one of remarkable moment and significance. If these things are done in the green tree, what may not be done in the dry? Surely Buffalo must have decided advantages as a seat of manufactures to have made such great progress already; and as these advantages, whatever they may be, will continue operative, what growth may we not look for in the next decade, the next score of years, the next half century? Buffalo will celebrate the centennial of the city government in 1932. What will be her industrial record then? Is it not a fair inference, from what has been done heretofore, that the results of the second half century will be far more marvellous than those of the first?

The rise and progress of these various biggest industries, together with those of many which though not the biggest are still very big, will be found fully described and illustrated in the pages of this Souvenir Number.

A TRULY AMERICAN RECORD.

Probably nothing in this Souvenir Number will be more eagerly read than the brief biographical sketches which accompany the series of splendid and life-like portraits of the representative men of Buffalo. There is nothing else which so interests the average man as personal information about his neighbors, and especially about his prosperous and prominent neighbors, and in this case the great gallery of striking portraits will increase the curiosity to learn what the biographers have said about such very good-looking men.

The biographies have been written by experienced and accomplished writers, who have found many notable things to say about the notable men whose pen-pictures they have taken. But of all these notable things, the most notable is the almost invariably humble origin of these men of wealth and position. Almost to a man, they are the children of poverty, thrown upon the world with no equipment but their own brains and muscles. They are a band of self-made men. Those of them who have had the benefit of college training have in almost all cases gained it by their own toil and privation. But the vast majority of them have known no university but the free schools of this bountiful country, and have earned their own bread in the sweat of their brows from days long preceding their majority.

It is probable that in every other American city there would be found an equally large proportion of "self-made men," and in nine cases out of ten their history would refute the sneer of an English cynic that "a self-made man is almost sure to be a very bad job." What a monumental tribute to American institutions such a biographical gallery as the present one is! — what an evidence of their fairness, their equality, their justice! Here industry, integrity, and intelligence do not need to be backed by wealth and rank and influence to enable them to reap their due reward. Here no man is ashamed to have it known that he sprang from the loins of the common people. It is an added crown to have it known that he has won his way by his own hand, and owes nothing to the adventitious accident of birth.

While the story of the successful men of our day is being told in this "Extra Number," we may be sure that on a thousand farms, in a thousand frugal homes of poverty and toil, in a thousand common schools, there are to-day being trained the boys who in the next generation will repeat the triumphs of the "self-made men" of 1888. American institutions have not lost their vitality. What they have done for the men of past and present generations they will do for those of the future. There is noble inspiration for American youth in every column of the biographical pages of this Souvenir of the first great International Industrial Fair at Buffalo.

HARPER'S WEEKLY.

For the fine engraving on page 57, showing Main Street as seen from the Lyon Elevator, the publisher of this "Extra Number" is indebted to the generous courtesy of Messrs. HARPER & BROTHERS, New-York. It was first seen in *Harper's Weekly*, of August 18, 1888, in a very attractive illustrated paper on the City of Buffalo and the International Fair. In response to our application for terms upon which we could reproduce the picture for this purpose, the great publishers not only granted the desired permission promptly and without charge, but also sent on a duplicate electrotype of the engraving—*free!*

This is a most liberal and unusual proceeding. The favor is highly appreciated, of course, but we did not expect it to come in such an unquestionable shape. Other publishers will understand the scope of the obligation, and know that this acknowledgment of it is genuine.

The interest taken in the Fair by Messrs. HARPER & BROTHERS has worked wonders toward the success of that enterprise. Their publication of the illustrated supplement, devoted to Buffalo and the Exhibition, was timely and immensely valuable, for the *Weekly* has an enormous circulation, reaching every part of the country, to the remotest corners thereof.

A NEW HISTORY OF BUFFALO

By Allen G. Bigelow and Josephus N. Larned.

CHAPTER I.

The Site of Buffalo Two Centuries Ago—The First White Men—The Griffin—The Song and the Salute—A Glimpse of Civilization.

ON the seventh day of August, 1679, exactly two hundred and nine years ago, a remarkable event occurred amid scenes familiar to almost every resident of Buffalo. Without doing the least violence to the facts of sober history, let us present to the reader as lively a view of this event as consists with truth, and paint the picture in colors from the palette of Imagination.

Gathered upon the bluff now crowned by the sunken ruins of Fort Porter a group of Indians gaze with taciturn interest upon the scene. Before them the broad expanse of Lake Erie shimmers in the summer sun. To the left its southern shore sweeps away in an extended curve that is lost in the distant blueness of the Chautauqua hills. On the right the rapid current of Niagara, breaking sudenly from Erie's grasp, hastens northward to fling itself over yonder cliff and sleep for a time in the pacific embrace of Ontario. The opposite shore of the river, wooded to its very brink, spreads toward the West in a limitless plain of dense forest. Behind the red-skinned spectators an elevated plateau, covered, like all the other land in sight, with primeval forest, lies waiting for the ax, not yet forged, that shall open the first gap in those virgin woods whose half-dozen remaining trees now stand in the midst of a great and growing city.

But nothing of all this work of nature has drawn together those dusky beholders on the river bluff, or now engages their wondering attention. At their very feet, hugging the low shore below the cliff, a great white-winged canoe breasts the current between Squaw Island and the mainland. There is a strong northeast wind, but it cannot force the vessel onward against that heavy tide without aid. And so, on the low river-beach, a dozen bronzed French mariners, with a tow-line drawn over their shoulders, lean heavily forward and toil along, hauling their little ship toward the wide lake on which their impatient eyes are fixed. They are followed by others sent ashore to lighten the vessel; for her company numbers four-and-thirty men, including the Franciscan, Father Hennepin. She is full rigged, and has an armament of seven cannon, her crew carrying antique muskets. From her masthead floats a flag emblazoned with an eagle, and her figure-head is a carved griffin, the heraldic device of Count Frontenac, Governor-General of Canada.

The romantic story of the building of yonder staunch little vessel is not a part of the present narrative. The Indians assembled to witness the unusual spectacle know its history, and have played an important part in the drama of "the building of the Griffin," which immortalized La Salle. Their jealous opposition was with difficulty overcome sufficiently to permit the explorer to lay her keel, and now, though their wonder at this new and strange vessel breaks forth in loud cries, it is mingled with a distrust not begotten of experience but justified by their later history.

Suddenly the tow-line slackens and a shout from the sailors on the shore announces that the current is overcome and the Griffin can henceforth fly with her own wings. The savages hasten down the bluff and from the beach watch the mariners paddle away to the ship whose keel is the earliest to furrow the waters of Lake Erie, and whose canvas casts the first sail-shadow upon its surface. She is the solitary pioneer of our inland marine. But she is destined never to return, and generations will pass away before her first follower shall sail in her long-vanished wake. She leaves behind her, destitute of even an Indian's hut, the site of a great city which to-day surpasses what were the chief capitals of Europe at the time when her bold young builder was born.

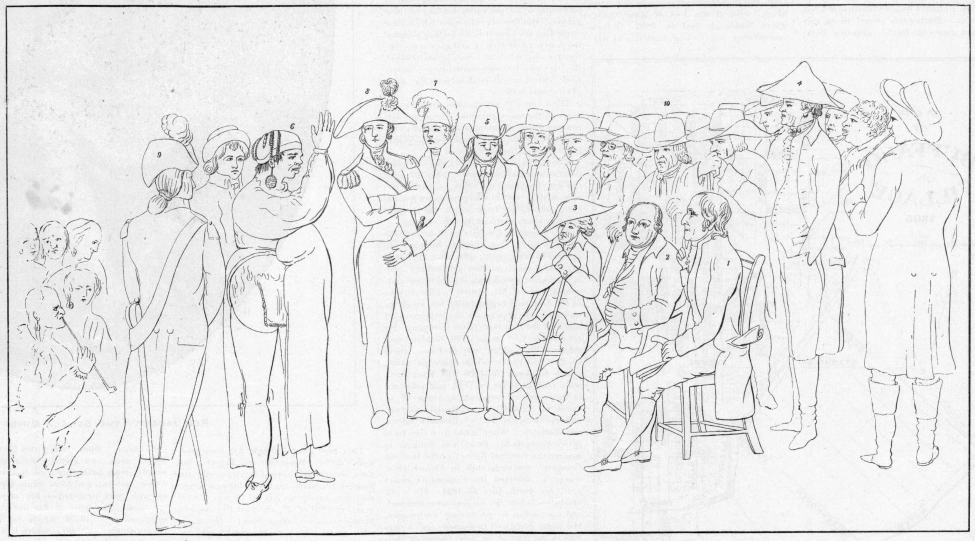
Slowly the vessel gathers way, and across the widening space floats the sound of rude singing as the crew, led by Father Hennepin, the priestly adjutant of La Salle, chant the noble *Te Deum* of Ambrose to the solemn music of Gregory. And, as the Amen dies away, startled gulls circle swiftly upward, and feeding deer in the distant forest lift their heads and snuff the air suspiciously, at a sudden *feu de joie* of cannon and small arms—the parting salute of the hardy adventurers. The Indians watch the receding ship as it sinks into the distance, and then disperse among the shadows of the forest, and the curtain of silence falls on the first act of the History of Buffalo.

The sailors who towed the Griffin from her anchorage at the foot of Squaw Island seem to have been the first white men to tread the site of Buffalo. Although geographically certain to become the metropolis of all this region, at that early day commercial and political causes drew general attention to another point at some distance from the site of the future city. England and France contended for the Indian fur-trade of the Ohio country and the Northwest. The Dutch traders at Albany, under the English colonial government, encouraged the Five Nations to utilize the remarkable natural waterways of Central New-York in conveying to tidewater the furry trophies of their hunting expeditions; while the French sought to draw this trade into their own channels by way of Lake Ontario and the St. Lawrence River. The eastward flow of peltries converged at the mouth of the Niagara River, and thence the rival routes to Europe separated. During many years of diplomacy and war the interested powers had contended for the possession of that little patch of land where Fort Niagara for two centuries has guarded the entrance to the river.

This fort and trading-post was thus the subject of European jealousy and contention long before the first white settler built his hut on Buffalo Creek.

These facts, and the wonders of Niagara Falls, filled the tales of the early travelers with numerous references to the fort and the cataract, while Buffalo Creek remained in primeval obscurity. We are younger than certain of our neighbors who are almost forgotten already!

And yet our future greatness was not utterly unforeseen even at that remote day. More than two hundred years ago, in the summer of 1687, Baron La Hontan made his celebrated expedition through this region. His trained military eye caught the bold bluff now known as The Front, and in imagination he saw it crowned by a fort. In his journal we find the spot marked upon his map as "Fort Suppose"; but the baron's supposition was never realized, and no attention appears to have been paid to the suggestion. How the fulfilment of that dim prophesy would astonish the prophet could he retrace his steps to-day!



Talk With the Indians at Buffalo Creek in 1793.

1. Col. Timothy Pickering.
2. Gen. Benjamin Lincoln.
3. Beverly Randolph.
4. General Chapin.
5. Interpreter.
6. Indian Orator.
7. 8. 9. British Officers.
10. Quakers.....

CHAPTER II.

The First Buffalonians—The Tragedy of their Extinction—The Name of Buffalo—Lindens and Bison—Salt Licks—King George's Maps.

THE earliest residents upon the site of Buffalo of which any trace is left were a nation of red men known to tradition as the Neuters, or Neutral Nation, but more frequently called the Erie or Cat tribe. Most of their villages were on the west side of the Niagara, but they appear to have spread around the eastern end of Lake Erie and to have peopled a considerable territory on its southern shore. The French missionaries estimated their population at about twelve thousand souls before the unhappy day in which their extinction began. The lands of the Eries lay between those of the Iroquois and their deadly enemies the savage Hurons. The attitude of the Eries toward the belligerents gained for them the name of Neutral. But their neutrality did not save them from finally becoming involved in a quarrel with the Senecas, the most powerful of the Five Nations, who waged against them a war of extermination. The final extinction of these first Buffalonians is a matter of dim tradition. It is supposed to have occurred about 1654-5, and has inspired one of the most beautiful American poems, "The Last of the Kah-Kwahs," wherein our own lamented David Gray has told, in exquisite verse, the story of the final battle which struck the Eries from the roll of nations. These Kah-Kwahs are thought by some historians to have been a remnant of the Eries, dwelling among the conquering Senecas; others dispute any connection between them and the Neutral Nation. Authorities differ also as to whether the latter people dwelt immediately upon the shore of either lake or river, or lived farther back in the country, in a few scattered villages. There is no positive knowledge on this point, but the probability is that they are entitled to be called the first known dwellers on the site of Buffalo.

Certainty begins only with the visit of La Salle to this region, an episode of which opened our story. He found the Senecas in possession of the angle between Lakes Ontario and Erie. Yet, as we have seen, when he sailed away he left not even an Indian settlement on Buffalo Creek. A century elapsed before such a settlement was made, and then it was an outcome of the woful days of darkness that marked the downfall of the Iroquois Confederation.

But before considering the settlements on Buffalo Creek let us give a little attention to the odd name which the city has absorbed from that sluggish, winding stream. Much learned research and grave discussion has been devoted to this topic. Even red men of our own day have published letters on the subject. The late William Ketchum discussed it at length in a paper read before the Buffalo Historical Society in 1863. The sum total of it all appears to be that when the whites first visited this spot they found the Senecas calling it *Ti-ya-yo-ea*, meaning "the place of the basswoods," the stream being lined with these trees for a considerable distance up from its mouth. To this Indian name President Van Buren gave the German translation "Lindenwald"—an echo of the "Unter den Linden" of "Unser Fritz." But the creek itself was designated *De-gi-yah-goh*, meaning Buffalo. Researches in natural history, and the traditions of the Indians, agree that before he was driven to the far West the bison visited this whole region every year in early summer, to taste the salt licks and feed upon the abundant rushes of the moist bottom lands. This little stream doubtless derived its name from these burly visitors; for there are a number of "Buffalo Creeks" in our eastern country, as well as among the western haunts of the bison, which claim this origin of nomenclature, and our own is doubtless one of them. Oak Orchard Creek, emptying into Lake Ontario, was known to the early French explorers as *Riviere aux Beufs*. There is also a Buffalo Creek between Pittsburg and Wheeling. It is quite certain that salt licks were once found on the margin of our Buffalo Creek, where the bison, who are great travelers, came in large numbers. Buffalo, therefore, the creek became, and, as we shall see, all efforts failed to change this name when once fastened to a thriving village on its banks.

The most exact and painstaking of our local historians, the late Orsamus H. Marshall, whose personal researches extended into the manuscript treasures of London and Paris, has recorded the earliest mention of Buffalo Creek as being found in a manuscript collection, called King George's Maps, formerly in his Majesty's library. "It is dated 1764," says Mr. Marshall, "and embraces both banks of the Niagara River from Lake Erie to Black Rock. The American shore is represented as entirely unsettled, covered with forest, and bordered with sand-hills. Buffalo Creek is laid down, bearing its present name."

But though the Senecas ranged along Buffalo Creek in the 17th century they made no permanent settlement upon it then. The basswoods abounding on both sides of the stream were easily peeled of their bark, which made good temporary huts, the light, easily-worked trunks being transformed into "dug-outs" or canoes. This important fact led the Indians to frequent visits here. Seneca tradition relates that hunting parties coming from the Genesee country, long before they reached Buffalo Creek, could hear the hum of countless bees at work among the basswood blossoms. The peninsula now bounded by Main Street, Buffalo Creek, and the canal, and intersected by Prime, Lloyd, and Hanover Streets, was once covered almost exclusively by these trees. It is no wonder that *Ti-ya-yo-ea* at first rivalled *De-gi-yah-goh* in the strife of names. But the basswoods passed away, while the creek remained to perpetuate its title.

CHAPTER III.

Decline of the Six Nations—White Captives at Buffalo Creek—Their Sufferings and Release—William Johnson—First White Settlers—An Unpromising Egg.

A CENTURY of time from La Salle's visit and two long and disastrous wars were necessary to plant the first settlement on the banks of Buffalo Creek. The "Old French War," wherein England and France struggled among other things for the control of the fur trade, greatly reduced both the numbers and the power of the Five Nations. They were shuttlecocks tossed back and forth between the white belligerents, and fought now on this side and now on that as their interest seemed to dictate. Struggling to keep the little left them of their fast diminishing possessions, yet constantly outwitted and outfought by both friends and foes, the once powerful confederation scarcely began to recover from the French War before they found themselves involved in the struggle for American independence. Coming out of their last campaign on the British side, and remaining attached to the English during the interim of peace, the Indians naturally engaged against the Colonies in the conflict of 1776. This choice completed their downfall. The memorable expedition of Sullivan in 1779 overwhelmed and drove from their possessions the once proud lords of the soil. Their standing crops were burned, and, the winter of 1779-80 being unusually severe, thousands perished from hunger and exposure. The remnant of Gen. Sullivan's disheartened foe swarmed along the Niagara frontier, and sought protection under the guns of Fort Niagara. Here they were provisioned for a short time. But supplies were soon exhausted, and the British authorities took steps to settle their half-starved allies at various points south and west of Niagara, where they might plant and grow crops sufficient to provide for themselves.

In July, 1780, Col. Guy Johnson, commanding at Fort Niagara, reported to Lord Germain that he had "lately visited their new settlements"; and that "one on the Ohio route is increasing fast." This was Buffalo Creek. The first settlers there probably arrived late in May, and consisted of "Siangorochti" or Old King and his family, including his daughter and her husband Rowland Montour. They at once made a clearing near the creek, and while the women were planting, the men built a log cabin. No record of where it stood remains. Seventy-five bushels of corn was the product of this first season of husbandry at Buffalo. Other Indians soon followed Old King hither, bringing with them several captives taken in the recent war. Rebecca and Benjamin Gilbert, jr., with Elizabeth Peart and her infant child were held here for a long time, despite the efforts of Capt. Powell and Lieut. Johnson at Fort Niagara to obtain their release. Their captors built cabins on Buffalo Creek and began to till the soil.

In this movement the Senecas settled on the south side of the creek beyond the present iron bridge east of what is known as Martin's Corners. The Onondagas occupied the elevated table land near the southern Ebenezer Village. The Cayugas passed to the north of the Onondagas and squatted along Cayuga Creek.

The story of the sufferings of Elizabeth Peart and her little one is touching. She had been separated from her husband, Thomas Peart, soon after their capture, and, with her nine-months'-old infant, was taken to within eight miles of Fort Niagara. Here Elizabeth was adopted into one of the families of the Seneca nation, and two days afterward was taken to Fort Schlosser, about a mile above the Falls. Mrs. Peart was then ordered to carry her infant to the mouth of Buffalo Creek, and there to kill it. She refused, and was beaten severely. Her child was taken from her, and she was compelled to carry a heavy pack to Buffalo Creek. Here she was adopted into the family of Old King, and was kindly treated. Her child was also adopted, and was named Ko-ya-ah, or Dove. Mrs. Peart was compelled to work in the fields, and was frequently beaten. Her child was her only comfort. Ko-ya-ah was a beautiful child, and was a favorite with the Indians. She died in the autumn of 1781, and was buried on the bank of the creek, near the mouth of Cayuga Creek. Her mother was overwhelmed with grief, and refused to be comforted. She was finally released, and returned to her husband in Canada.

Here Elizabeth Peart labored with the squaws in the corn-field until her failing strength induced the Indians to build a little bark hut on the edge of the field wherein she might sit and guard the growing corn from predatory crows. A second journey to Niagara for supplies was made the occasion for finally separating the poor mother from her babe, and Elizabeth returned to Buffalo Creek, lonely, sick at heart, and feeble in body, to drudge for her savage owners. Not many months thereafter the cheering news reached her that her child had been released and was living with white people. During the winter a cold and toilsome journey to Niagara resulted in an unexpected interview with her husband (still a captive) and a visit of two days with her child.

Through the influence of officers of the garrison Mrs. Peart was allowed to do needlework in their families and thus prolong her stay there. Feigned illness extended it still further. Several months thus passed, till her husband and child were taken on board a transport bound for Montreal. Elizabeth was permitted to accompany them, and there the reunited family were set at liberty.

The Gilbert family, to whom reference has been made, were captured and separated at the same time with the Pearts. In the spring of 1781 Abner Gilbert accompanied his captors to Buffalo Creek, where he assisted them in raising corn, pumpkins, and squashes. Here he heard from his sister Rebecca, also a prisoner, and finally was allowed to join her, and go with other captives to Montreal. There were other whites held in duress among the Indian settlers on Buffalo Creek, all of whom appear to have regained their liberty and not to have returned.

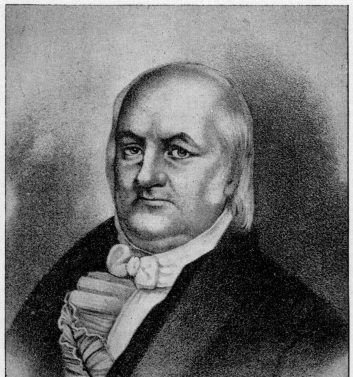
The white people who sojourned on Buffalo Creek up to 1781, as we have seen, can hardly be called settlers. Forcibly detained and serving their captors as menials, they were anything but free agents in "settling" here, and gladly escaped from the spot at the first opportunity. But soon after the events we have just related the first genuine white settlers built their cabins on Buffalo Creek. Chief among them was William Johnson, whose importance at that time entitles him to some consideration now.

Sir William Johnson, who commanded the Indian contingent of the British army on this frontier in the French War, had for a second wife Molly Brant, a sister of the great Mohawk chief Thayendenegea known as Capt. Joseph Brant. It is true that Sir William did not marry Molly Brant till near the close of her life with him, but she appears to have been respected, and to have held an honored position in Sir William's hospitable home in the Mohawk Valley, between the sites of Schenectady and Rome.

There were at least two sons and two daughters born of this union, upon whom Sir William bestowed paternal care and to whom he bequeathed property. He also placed the young Thayendenegea and several other Indian boys in the "Moors Charity School" at Lebanon, Ct., under the Rev. Dr. Wheelock, and maintained them there at his own expense. One of these daughters of Sir William married Guy Johnson, his nephew, whom we have seen commanding Fort Niagara, and the other became the wife of Col. Claus. William and Peter Johnson, the sons of Sir William, accompanied their brother-in-law, Col. Guy Johnson, to the Niagara frontier in 1775 and served as lieutenants in the forces under his command. One of them has already been mentioned as interesting himself in the cause of white captives at Buffalo Creek.

Soon after the events of 1781 William Johnson, having probably allied himself to the Senecas by marriage, came to live among them. Having influence and address he succeeded in obtaining from the Indians a conveyance to him of all the lands at the mouth of Buffalo Creek, and thus became the first white owner of the site of Buffalo. For though by blood a half-breed, William Johnson was the son and legal heir of a British baronet, and it is fair to regard him as a white settler and land-owner on Buffalo Creek. His title was a somewhat doubtful one in the eyes of the agents who came here later to establish the claims of the Holland Land Company. But the success with which Johnson withstood their demands upon him and the fact that they were obliged to buy his claim, shows the firmness of his grip upon the Indian title. His influence among the Indians doubtless contributed to his own advantage in dealing with the whites.

Johnson (who generally signed his name Johnston) at once became the chief man in the little Buffalo Creek settlement, the guardian of the Indian interests and the official agent of the British Government, from whom the impoverished natives still drew considerable subsistence. Other white men, traders, hunters, and adventurers, soon formed a part of the heterogeneous population on Buffalo Creek, which now began to assume the characteristics of a frontier settlement. The hatching of the Village of Buffalo from this unpromising egg forms the next chapter of our narrative.



Joseph Ellicott.

CHAPTER IV.

Title to the Site of Buffalo—Dissatisfied Iroquois—Land Companies—Buffalo Treaties—Phelps & Gorham—Robert Morris—The "Holland Land Company."

THE insignificance of Buffalo during the Revolutionary War was compensated for by its importance in the negotiations which followed the close of the struggle. The settlement on Buffalo Creek had already become the headquarters of the remnant of the Six Nations. The Mohawks, following the fortunes of the British, went to dwell in Canada, the remainder of the confederation settling upon their extensive lands in Western New York.

But the terms of the peace of 1783 between Great Britain and the United States made no provision for the late Indian allies of England. They still carried on a stealthy warfare, being encouraged rather than restrained by the British, who, on one pretext and another, refused to give up their forts on this frontier, the last one, Niagara, not being abandoned till 1796. Many white men, women, and children were killed by wandering bands of savages, who burned to revenge themselves for their sufferings at the hands of Gen. Sullivan in 1779. Finally the State of New York determined to put a stop to this state of affairs.

The Six Nations, despite their altered circumstances, still claimed to be an independent, sovereign people, and to hold the title to their lands in this State. This claim they so far made good that neither State nor National Government dared deal with them upon any other basis.

In 1781 New-York, and in 1785 Massachusetts, ceded to the United States their rights of jurisdiction over all territory west of a meridian line running from the westerly bend of Lake Ontario to the Pennsylvania line. To these lands the Six Nations still laid claim, as a Confederation. To settle that claim and secure a lasting peace a commission was appointed by the State which held a council with the Iroquois at Fort Stanwix (now Rome) beginning on the last day of August, 1784.

But just at that juncture the United States decided to take the Indian question in hand, and also sent commissioners to Fort Stanwix. This somewhat disconcerted the State Commissioners, who were progressing well in their work. They had secured a promise from the Indians of a favorable consideration of and answer to their propositions concerning lands, and then adjourned, being followed by the United States Commissioners, who also held a council, from which Mr. Philip Schuyler, agent of the State Commission, was excluded.

This visit of the Federal Commissioners resulted in a treaty on the 22d, by which the Western boundary of the Iroquois in this State was made a line, beginning at Four-mile Creek (Johnson's Landing), on Lake Ontario, continuing four miles east of Niagara River, and entering Lake Erie at the mouth of Buffalo Creek. This four-mile-strip was thus ceded to the general Government.

But the conflicting interests of the State and the Union had their effect upon the assemblage in the old Council-house among the lofty basswoods, and that strong words were spoken against what appeared to be the duplicity of the whites, whose mysterious double government seemed to the Indians to have been devised as a machine for their extinction.

The State's answer to this last appeal of the Iroquois was an explanation of the somewhat complicated arrangement which had sprung up. The cessions of 1781-5 from New-York and Massachusetts to the United States had left considerable land yet in dispute. A convention of the three parties at Hartford in December, 1786, had given to New-York the government, sovereignty, and jurisdiction over all the territory west of the present eastern boundary of that State; while Massachusetts retained the *pre-emption right only*, subject to the Indian title, to all the land west of a meridian passing through Seneca Lake, except a mile strip along the eastern bank of Niagara River from Lake Ontario to the mouth of Buffalo Creek, which was reserved to New-York, but still subject to the Indian title. This mile strip therefore superseded the United States four-mile reserve of 1784.

The final extinguishment of the Indian title to the mile strip by treaty in 1802 will be mentioned in its proper place.

This satisfied the Indians for a time. But soon a fresh disturbance arose. Two organizations known as the "New-York and Genesee Land Company" and the "Niagara Genesee Land Company" endeavored to secure control of the Indian possessions in this State. The New-York company was managed by Dr. Caleb Benton, John Livingston, and Jared Coffin, while the representatives of the Niagara company were Col. John Butler, Samuel Street, Capt. Powell, William Johnson, a Mr. Murphy, and Benjamin Barton. These companies made desperate efforts, by influence with the Indians, and through the Legislature, to secure a lease for nine hundred and ninety-nine years of all their lands except some small reservations. Indeed, such a lease was obtained for the New-York company, but the Legislature refused to recognize the claim, the Governor being empowered to use the State forces to protect the Indians from white intrusion or settlement upon these leased lands.

These troubles led to an important conference on Buffalo Creek in May, 1788. Col. Butler was present, and James Dean, interpreter for Livingstone and Schuyler at Albany, delivered speeches prepared by them. A reply written by Stevens, son of the British interpreter at Fort Niagara, is dated "Buffalo Creek, 14th May, 1788." It was entirely loyal to the State and unfavorable to the lessees of the lands.

The thirst for Indian lands grew rapidly. Messrs. Oliver Phelps and Nathaniel Gorham, not successful in buying lands in the Genesee country, were joined by other would-be purchasers, who made Phelps and Gorham their agents. The combination offered to pay $1,000,000 in Massachusetts paper currency (then worth only 50 cents) for all the lands controlled by that State in New-York. The proposition was acceded to, and Gen. Israel Chapin was appointed to explore the country. Mr. Phelps made an arrangement with the two defeated land companies which he supposed was satisfactory. But the latter fomented discontent among the Indians, until, in order to untangle the conflicting interests, another council became necessary.

This important meeting occurred at Buffalo Creek on July 4, 1788—a century ago. Beside the Senecas it was attended by chiefs of the Onondagas, Cayugas, and Mohawks. Rev. Samuel Kirkland and Elisha Lee of Boston, represented Massachusetts; Col. John Butler, Capt. Joseph Brant (Thayendenegea), and Samuel Street appeared for the Niagara-Genesee Company; and John Livingston, Caleb Benton, and Ezekiel Gilbert for the New-York Genesee Company. The interpreters were James Dean, Joseph Smith, William Johnson, and Mr. Kirkland. Several British officers from Fort Niagara were also present.

The negotiations lasted several days, and were kind and conciliatory in manner. The Senecas finally agreed to sell the immense tract known as the Phelps and Gorham Purchase for $5,000 in cash and $500 annually forever. Phelps and Gorham soon disposed of about 30 townships, in small parcels, themselves retaining the larger part of their purchase. But the funding of the public debt of the States by the Federal Government enhanced the value of the State debt nearly to par, and being unable to buy the Massachusetts currency at a large discount, as they had expected, Phelps and Gorham were compelled, in 1789, to ask that Legislature for a release from so much of their obligation as related to lands not included in the treaty. This was done, and a ready purchaser of these released lands was found in the great financier of the Revolution, Robert Morris of Philadelphia. This gentleman thus became the owner of the entire site of Buffalo.

Mr. Morris did not long continue to possess the land on which we now live. An association of thrifty Netherlanders sought to secure a part of the reserves available for acquisition from the Indians. But, as aliens could not hold real estate here in their own names, Herman Leroy and others bought of Mr. Morris, for the association commonly known as the Holland Land Company, since so celebrated, four tracts, described in as many deeds. The Indian title to these lands was finally extinguished in 1797, at a council at Geneseo, and the ownership of the site of Buffalo passed practically to Holland. Eleven reservations, in all some builded miles, scattered through the State, were all that remained to the remnant of the Iroquois Confederation of their once magnificent possessions on this continent.

CHAPTER V.

The Councils at Buffalo Creek—Col. Proctor's Mission—The First White Man's House—Washington's Message—Gen. Lincoln at Buffalo Creek—Frontier Gaiety—Niagara-River Strawberries.

BUT the Indians still felt dissatisfied with their relations to the general Government. British influence and the many attempts to oust them from their possessions filled them with a discontent which at times seriously threatened the peace so anxiously desired. Westward emigration could not be as free as was desired until the irritation of the Indians should be allayed. Hence it became necessary that the Government should settle upon the terms of a permanent peace with the Five Nations. To this end Col. Thomas Proctor was dispatched on March 13, 1791, from Philadelphia, upon a mission to Cornplanter, the celebrated Seneca Chief, then living at the headwaters of the Allegheny River. Before he arrived there, however, Col. Proctor learned that Cornplanter, having had an interview with

President Washington, was on his way to Buffalo Creek, whither he had summoned the chiefs of the Iroquois to a general Council. Being the bearer of letters from the President, the Secretary of War, and the Governor of Pennsylvania, Col. Proctor at once sent word to Young King, Farmer's Brother, and Red Jacket, chiefs and sachems of the Senecas, at Buffalo Creek, that he would be present at the Council called by Cornplanter, and pushed on thither in the trail of the runner who bore his message.

On April 8th, Col. Proctor was joined at French Creek by Cornplanter himself and the chiefs who had accompanied him to Philadelphia. A conference was held, the Colonel presenting the communications from the Government in the presence of an assembly of about one hundred and seventy persons, mostly Indians.

Col. Proctor then asked that several chiefs and warriors be appointed to accompany him to Buffalo Creek. The party left French Creek on the 10th, and reached Lake Erie, about five miles west of Buffalo, on the 26th.

A large number of Indians were assembled in the Buffalo Creek settlement to receive Col. Proctor's embassy. They were met at the principal hut by Young King, arrayed in the gorgeous uniform of a British Colonel—red, faced with blue and decorated with ponderous gold epaulettes. Approaching the great Council House, they were saluted by the discharge of a two-pounder swivel gun. This had been so heavily loaded that the cautious Seneca cannoneer wisely stood inside the Council-house door and touched it off with a long stick. The discharge upset the gun and wrecked the carriage. This noisy courtesy having been extended, the Council came to order within. Red Jacket, the great orator of the Senecas, whose bones, after years of post-mortem restlessness, now lie in Forest Lawn on the banks of Conjockety Creek, made the address of welcome, presenting Col. Proctor with four strings of wampum.

The negotiations at this Council continued till May 21st, being much retarded by the interference of Brant and the British, who exercised a strong influence over the Indians, and without whose acquiescence they would not act. But at last, having been measurably successful in securing a peaceful treaty, Col. Proctor proceeded to Pittsburg on a similar errand.

While at Buffalo Creek the embassy had occasion to purchase supplies. These were obtained of Cornelius Winney (Winnie or Winne), the first pure white man to build in the settlement. Winney's store was a log building on the north bank of Little Buffalo Creek, in rear of the present Mansion-House site, near the corner of Washington and Quay streets. It was hardly better than the Indian huts among which it stood, but its distinction as the residence and business-place of the first white Buffalonian can never be overshadowed by the grander buildings which have obliterated it. Winney was an Albany trader from "The Fishkills," and had for a partner Capt. Powell of the British army, stationed at Fort Niagara, who exercised great influence among the Indians and was prominent at the treaty we have just mentioned. The house and store still stood after the advent of the Holland Land Company in 1802. Winney is supposed to have left Buffalo Creek about 1798.

But a permanent peace seems not to have been effected by Col. Proctor in 1791. For two years later, on the 19th of February, 1793, President Washington sent a message to Congress stating that "it has been agreed on the part of the United States that a treaty or conference shall be held the ensuing season with the hostile Indians northwest of the Ohio, in order to remove, if possible, all causes of difference, and to establish a solid peace with them." Congress appropriated a sum "not exceeding $100,000" for the expenses of this treaty. Its importance is shown in a letter from Washington to Jefferson, dated March 22d, in which he speaks of the proposed treaty as "being of great moment to the interests and peace of this country."

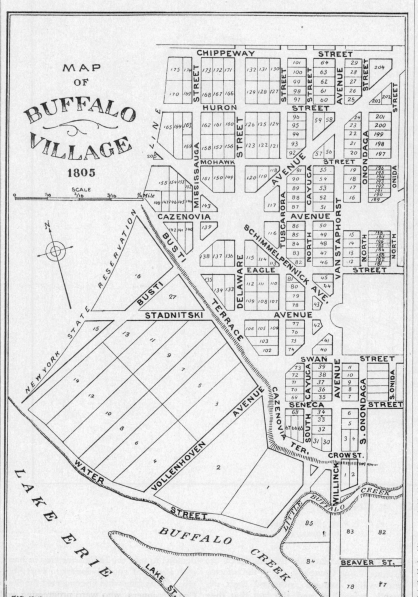
As suitable commissioners to represent the United States, President Washington appointed Charles Carroll of Carrollton and Charles Thompson. But these gentlemen declining the arduous and perhaps dangerous task, Gen. Benjamin Lincoln, Beverley Randolph, and Col. Timothy Pickering were named and duly confirmed by the Senate. Gen. Lincoln's journal of his journey to Buffalo Creek and the treaty there negotiated is intensely interesting and furnishes the material for this part of our narrative. It gives a picturesque view of life on the Niagara frontier at that early day. His sojourn here was made pleasant by social parties, balls, dinners, and similar episodes at Fort Niagara, Navy Hall (Lewiston), Queenstown, Fort Erie, and at the residence of the Canadian Governor Simcoe, where the King's birthday was celebrated with as much pomp as circumstances would permit. The two half-breed daughters of Sir William Johnson, wives to Col. Guy Johnson and Col. Claus at Niagara, who have already been mentioned, are spoken of by Gen. Lincoln as being "as well dressed as the company in general, and intermixed with them in a manner which evinced at once the dignity of their own minds and the good sense of others."

At a dinner at Fort Schlosser Gen. Lincoln had for dessert delicious wild strawberries, picked in the neighborhood. How would the Buffalo of to-day get along every year without the luscious strawberries that come hither by the car-load from the farms that now cover the river bank all the way from La Salle to Schlosser?

On the 11th of June the Commissioners rowed up Buffalo Creek to the spot appointed for the Council. About eighty of the Senecas, being under arms, fired a salute of welcome. After the chiefs and sachems had assembled at the Council-house and deliberated for a time, General Lincoln and his companions, among whom were General Chapin, explorer for the Holland Land Company, and officers in the British regiments, were invited to enter, and the Council began the usual formalities.

Perhaps the most interesting of the illustrations which accompany this narrative is the outline group of this Council, sketched by a young British officer on the spot. This drawing, made in 1793, survived the fortunes of an army officer's life, and was given by the artist to a friend at Gibraltar, whence in April, 1819, it found its way into the collections of the Massachusetts Historical Society, of which Gen. Lincoln was an active member. It is the earliest known picture relating to the site of Buffalo, and the principal faces in it are portraits, as indicated.

Gen. Lincoln's negotiations at Buffalo Creek were satisfactory; those at a Council near Detroit not so much so. The Western Indians still remained in an unsettled frame of mind, while those on the Niagara frontier seemed pacified and contented. This tended to encourage immigration, and during the seven years between Lincoln's visit and the beginning of the present century the Buffalo Creek settlement grew considerably. During this period, being restless and somewhat fretful, with new buildings growing up in detached places at the mouth of the creek, Buffalo may be said to have been "teething," and this interesting process deserves the distinction of a separate chapter.



CHAPTER VI.

BUILDING THE VILLAGE — EARLY SETTLERS — FIRST TAVERN — A DISTINGUISHED GUEST — RUM, CANDLES, AND MILK — THE HOLLAND LAND COMPANY AND ITS AGENTS — CAZENOVE, BUSTI, AND VANDERKEMP.

STANDING in the midst of a city of more than a quarter of a million people, the din of its traffic sounding in our ears, our eyes bewildered by the rush of its busy life, its hillocks lowered and its sloughs filled up, its pavements graded to the surveyor's level, its face shorn of the tangled beard of primeval forest, its natural harbor lined with public works, and with artificial waterways skirting its borders—it is difficult, standing in the Buffalo of to-day, to banish all these sights and sounds and to replace them with the almost silent scenes of a hundred years ago.

But let us try. Where the harbor now curves toward the Lake, Buffalo Creek flowed fresh and clear between its linden-shaded banks. The low land below the edge of the Terrace was a marshy level through which, after crossing Main Street, Little Buffalo Creek, turning almost at right angles to the south, joined its larger sister. Main Street, a mere crooked Indian trail, slightly widened by the ax, left the bank of the creek, toiled across the marsh, mounted the Terrace by a steep ascent, and, with the many ups and downs of a pioneer country road, wound through the forest on the ridge, descended again to Cold Spring, and so passed onward toward the eastern settlements. On the Terrace bank, near the foot of Pearl Street, was a little cleared spot of grassy land, where the Indians were wont to lie in lazy luxury and gaze off over the fair prospect of lake and river and forest. The road from Buffalo Creek to Black Rock Ferry was along the river beach below the bluff which LaSalle's sailors had used as a tow-path in 1679. A stage road from Batavia narrowly missed reaching Buffalo Creek, but not being able to see it for the woods, turned off along the York Street ridge, passed near the site of the Church of the Holy Angels on Porter Avenue, crossed the ground now occupied by the reservoir, and went down a dug-way just above the present Niagara Street railroad barns to the old Black Rock Ferry. A few huts here and there, down near the two creeks, and some intersecting paths, trodden more by moccasins than by shoes, formed the settlement.

Winney's house, as we have seen, was standing, in 1792, on Little Buffalo Creek (now Hamburg Canal), south of the Mansion House site. William Johnson's residence must have been a sort of manor house, for it was half frame. It stood a little east of the present main building of the Mansion House. Michael Middaugh, a Mohawk River Dutchman, and Ezekiel Lane, his son-in-law, had built a double log house upon land belonging to Johnson a little east of Washington and north of Exchange Street, which they gave up to the Holland Land Company's surveyors in 1798, and thence moved into a hut on "the island" west of the foot of Main Street, where Middaugh died in 1825. Lane's descendants had a long contest with Mr. Ellicott over this site, which occupied the courts for many years and was finally decided against the heirs.

Before 1795 John Palmer built a two-story log house on the Terrace nearly opposite Exchange Street and a few rods West of Main. It stood upon land owned by William Johnson, and is noteworthy as the first tavern opened in Buffalo. And it entertained at least one distinguished guest who has born testimony to its primitive character. The Duke de Rochefocauld Liancourt arrived at Palmer's tavern in 1795, and "after a very indifferent supper," he and his party were "obliged to lie upon the floor in their clothes. There was literally nothing in the house; neither furniture, rum, candles, nor milk. After much trouble the milk was obtained from the neighbors"—there were neighbors—"who were not so accommodating in the way of rum and candles." Despite these disadvantages his Grace found his apartment in the hostel of John Palmer at least as good as the wilderness, for he adds "we slept as soundly as we had done in the woods." About twenty rods north of Exchange Street, on the west side of Main, in a log building, was Maybee's Indian store, where the red men from the neighboring reservation might buy supplies, from glass beads to glasses of rum. Beyond Palmer's tavern, on the Terrace, west of the old Police Headquarters, Asa Ransom's log house looked out over the lake and river. William Robbins, a blacksmith, occupied another log hut, whose location is uncertain.

Beside these scattered dwellings nothing is recorded in the way of habitations. There may have been others, but here were certainly enough neighbors of whom milk might be borrowed, and, had there been twice as many, mine host Palmer would still probably have failed to negotiate the loan of enough rum and candles to satisfy the "traveling public" of even his day. Such was the Buffalo upon which the nineteenth century opened its eyes.

Reference has already been made to what is generally known as the "Holland Land Company." It is proper at this point to explain more fully what was meant by this title.

No such corporation ever had legal existence in this country, nor is there anything to indicate that such an association ever was formally organized, even in Holland. As related in another chapter, certain Dutch capitalists desired to purchase Indian lands in this State, bought by Robert Morris from the State of Massachusetts. But under our laws no non-resident alien could acquire title to real estate here. Therefore, Mr. Morris conveyed four tracts of land, by as many deeds, to four groups of persons living in this country, the funds being furnished by the Netherland capitalists, for whom the actual purchasers acted as trustees.

The "Holland Land Company" is not mentioned in any of the transactions connected with this purchase or in subsequent sales. Deeds were given solely in the names of the individual trustees, who, however, were not even so entitled in the documents. The names "Holland Land Company" and "Holland Purchase," applied to the four tracts already mentioned, appear to have been used solely for brevity and convenience. There may have been a "Holland Company" in the Netherlands, but it never appeared as a land-owner in this country. Following the convenient custom, however, we shall continue to use the name as it has been employed for nearly a century, to designate the Dutch owners of lands in this State.

The "General Agent" of the Holland Company, a sort of managing director, resided in Philadelphia, where the general office of the Company was established. The "Local" or "Resident Agent" was posted at Batavia, which took its name from its Dutch antecedents. Prior to 1800 Theophilus Cazenove was the General Agent; he was followed by Paul Busti, who served for twenty-four years, being succeeded in 1824 by John J. Vanderkemp, who held the office until the affairs of the Company were wound up, after the sale of its last piece of property. There were four successive Local Agents at Batavia during this period, who served in the following order: Joseph Ellicott, 1800 to 1821; Jacob S. Otto, 1821 to 1827; David E. Evans, 1827 to 1837; Peter Van Hall, 1837 to the close of the company's business.

This history cannot include a biography of each prominent pioneer of Buffalo. Such sketches are interesting principally to limited circles of readers, while to do justice to them would occupy all the space allotted to the history itself. This is a narrative of events, biography being merely incidental to a clear understanding of those events. But that the influences which have made Buffalo what it is, and which directed the course of its history and gave it its distinctive characteristics, may be understood, the lives of a few men must be more amply dealt with than can be done with the mass of our early settlers.

These remarks will account for the absence of the many personal anecdotes and reminiscences so common in pioneer writings, and the presence of the few biographical notices actually presented.

The agents of the Holland Land Company deserve especial attention. They planned the site, furnished the titles, secured desirable settlers, and in a large measure molded the plastic village from which the present city has taken much of its individuality.

Of Theophilus Cazenove, the first of the General Agents, but little is known. He arrived in this country soon after 1790, and negotiated nearly all the preliminary proceedings connected with the immense purchases made of Mr. Morris. The surveys of the Purchase began under his auspices, and his name appears as the originator of much of the best work of the Company. He returned to Europe in 1799, residing successively in London and in Paris, where he died. A lovely village bears his name.

His successor in 1800 was Paul Busti, who, born at Milan, in 1749, and educated in Italy, entered the counting-house of an uncle in Amsterdam, prospered, married, and was respected for his business talents and integrity. When about to retire from active pursuits Mr. Busti was induced to assume the General Agency of the Holland Company, and emigrated to Philadelphia, where he directed the Company's affairs until his death, July 23, 1824. He began his duties before the surveys were finished, and was active in promoting settlements. His name was given to a street and a terrace in the plan of the new village on Buffalo Creek, but survives to-day only as the title of a township in Chautauqua County.

The third and last of the General Agents, John J. Vanderkemp, succeeded Mr. Busti in 1824. A native of Leyden, he came to America with his parents in 1788, settling near Esopus in Ulster County. In 1794 the family removed to the shore of Oneida Lake, and soon to Oldenbarnvelt, now Trenton, Oneida County. Here they lived on intimate terms with the old Dutch family of Mappa, descendants of whom are among the older residents of Buffalo to-day. In 1804 Mr. Vanderkemp became a clerk in the service of the Holland Company, and was thus connected with its affairs for a longer period than either of his predecessors. His father, Francis Adrian Vanderkemp, LL.D., was a traveled man of wide reading and genuine culture. His correspondence and other writings evince powers of close observation, a delicate fancy, and a sense of humor which stamp his mind as of a high order. DeWitt Clinton wrote of him in 1820: "I have found the wisest man in America," and the story of that discovery, told in Volume II. of the Buffalo Historical Society's papers, is as charming as a page from Izaak Walton. Among the richest treasures of the Historical Society is a collection of letters from the older Vanderkemp to Col. Mappa, forming a journal of a tour through this State in 1792, and wherein the possibility of a canal, with the best route, feeders, etc., is set forth with more than prophetic accuracy. The younger Vanderkemp seems to have inherited from his father many of his most estimable qualities. He was a fitting third in the trio of General Agents of the Holland Land Company.

Such were the foster-fathers of Buffalo. Instead of being backwoodsmen, these gentlemen were the product of liberal education and cultured associations. The character of their Local Agents, and of those who came to Buffalo under their auspices, was of a high order, and those early influences not only have not ceased, but have developed with the growth of Buffalo, and to-day qualify the social and commercial life of the city.

CHAPTER VII.

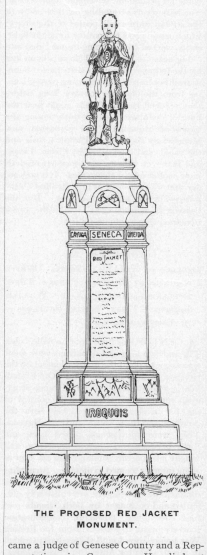
JOSEPH ELLICOTT—THE ROMULUS OF BUFFALO — SURVEYING THE PURCHASE — ELLICOTT'S ARMY — LATITUDE 42 DEGREES 50 MINUTES—NEW AMSTERDAM VERSUS BUFFALO.

IN July, 1797, General-Agent Cazenove engaged Joseph Ellicott as principal surveyor of the Company's lands in Western New-York. This remarkable man, the most prominent figure in the history of Buffalo, was one of a family nearly every member of which attained distinction. His ancestors, Andrew and Ann Bye Ellicott, came to this country from Cullopton, Wales, in 1731. They were of high character and good education, Andrew being of the Society of Friends. They became pioneers of Bucks County, Pennsylvania, and their children were Nathaniel, Joseph, Andrew, and John. Not later than 1770 they purchased a tract of wild land on the Patapsco, in Maryland, and, erecting buildings and putting in machinery, founded "Ellicott's Mills," or "Ellicott's," as it was long familiarly known. Joseph, the second son, was the father of that other Joseph, who was destined to become what the late Rev. Dr. Hosmer aptly called the "Romulus of Buffalo." The elder Joseph was a mechanical genius, some of whose ingenious contrivances are still preserved by his descendants.

"RED JACKET," THE SENECA CHIEF AND ORATOR.

This man's sons, beside his namesake, were Andrew, Benjamin, and David. Andrew became an eminent surveyor, ran the Spanish boundary line under Thomas Jefferson, was Surveyor-General of the United States in 1820 or '21, and died Professor of Mathematics at West Point. His three sons, Andrew A., John B., and Joseph, settled on the Holland Purchase, where their descendants still live; his daughters marrying Judge Baldwin of the Supreme Court, Major Bliss and Major Douglass of the Army, Thomas Kennedy, Esq., of Meadville, Pa., Dr. Nathaniel E. Griffith of New York, and Dr. Woodruff of Batavia.

Benjamin Ellicott was a surveyor on the purchase under his brother Joseph, and became a judge of Genesee County and a Representative in Congress. He died at Williamsville, near Buffalo, in 1827. David, the youngest brother, was also a surveyor on the purchase. He went South, and was never heard from afterward.



THE PROPOSED RED JACKET MONUMENT.

After a brief schooling Ellicott studied surveying with his brother Andrew. He first applied his knowledge as an assistant to this brother in laying out the city of Washington soon after that site was selected for the national capital. In 1791, Timothy Pickering, Secretary of War, appointed young Joseph surveyor of the boundary between Georgia and the Creek Indians, and after establishing that line he surveyed the Holland Company's Pennsylvania lands. For a short time after this he was in business with his brothers in Maryland, and then, as already stated, entered upon the great work of his life in 1797.

Mr. Ellicott attended the Geneseo Council of 1797, before mentioned, when the Indian land titles were finally extinguished. This accomplished, he at once began his labors. He engaged of Thomas Morris a hundred barrels of pork, fifteen of beef, and two hundred and fifty barrels of flour for his corps of assistants during the ensuing season. This company, from surveyors down to rod-and-ax-men, numbered not less than one hundred and fifty persons. Every detail of supplies, as Turner graphically says, "from pack-horses to horse-shoes, nails, and gimlets—from tents to towels—from barley and rice to chocolate, coffee, and tea, and from camp-kettles to teacups," was furnished on his personal requisition. The cost of his *materiel* was estimated at $7,213.33—which did not include medicine, or "wine, spirits, loaf-sugar, &c., for headquarters." For this party could not travel by rail, certain of finding all they needed within easy reach of any spot where they might pitch their camp. Like a ship at sea, Ellicott's surveying force must maintain itself for half-a-year in a vast wilderness, hundreds of miles from its base of supplies. The wages of his army for the six months' campaign were estimated at $19,830.

Judge Augustus Porter accompanied Mr. Ellicott as surveyor for Robert Morris, and when the survey of the Holland Purchase was completed upon Joseph Ellicott's new map, at the mouth of Buffalo Creek, where we have seen a straggling village just emerging from the mud, was marked, in latitude 42° 50' north, a town with the sounding title of NEW AMSTERDAM.

No other man than Joseph Ellicott was likely to be appointed Local Agent of the Holland Company for the territory he had surveyed. The year 1800 found him established at Batavia, pushing, by circulars and otherwise, the immigration that already began to reward the company for its enterprise.

Mr. Ellicott's active life closed with the year 1824, and the shadow which darkened his remaining years saddens the closing chapter of his life. Before resigning the agency of the Holland Company he began to be a prey to melancholy. This grew upon him till he gave up business, under medical advice, and, by his own desire, was taken to New York, whence, after a careful medical examination, he readily consented to enter the Bloomingdale Asylum for the Insane. Here he lived a comparatively free life, riding out in his carriage with friends, the utmost being done to dissipate his gloom. But one day, the 19th of August, 1826, being left alone for a little while, he suddenly terminated by his own hand the life which so burdened him.

Mr. Ellicott was never married. He was fond of children, and it is not unlikely that, had he enjoyed the solace of a happy home as his years increased, much of his mental derangement might have been averted. He was eminently a just man. Of a strong will, quick-tempered, impatient of opposition, and vested with autocratic power, he was sometimes unnecessarily severe. But his keen sense of justice always led him to make ample reparation, and he retained the devotion and admiration of a wide circle of friends and retainers to the very last.

We shall now return to the settlement on Buffalo Creek, and having already introduced it to the reader by its somewhat foreign title, we shall adhere to the name with which the habits of the bison, the custom of the Indians, and the usages of civilization have combined to christen the village, and call it BUFFALO.

CHAPTER VIII.

FIRST SCHOOL HOUSE IN BUFFALO — WHO BUILT IT, TAUGHT IN IT, ATTENDED IT, AND PAID FOR IT — DR. CYRENIUS CHAPIN — AN ATTEMPT TO BUY BUFFALO.

LIKE true Americans, one of the first movements of the settlers after the new century opened, was the establishment of a school. A brother of Mine Host Palmer, who boarded at his "hotel," wrote the following letter to Joseph Ellicott at Batavia:

BUFFALO, 11 August, 1801.

SIR:—The inhabitants of this place would take it as a particular favor if you would grant them the liberty of raising a school house on a lot in any part of this town, as the New-York Missionary Society have been so good as to furnish them with a school-master, clear of any expense, except boarding and finding him a school house—if you will be so good as to grant them this favor, which they will take as a particular mark of esteem,

By request of the inhabitants,

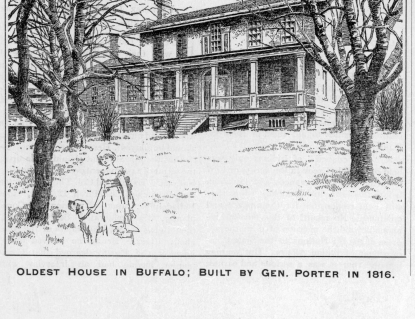
JOS. R. PALMER.

JOS. ELLICOTT, Esq.

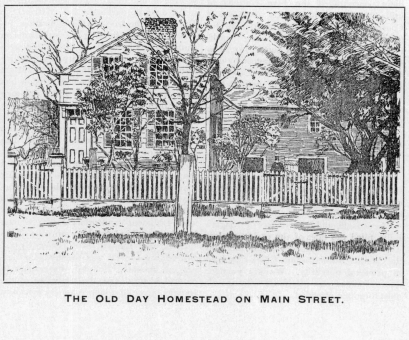
N. B.—Your answer to this would be very acceptable, as they have the timber ready to hew out.

The "inhabitants" were not disappointed, nor did their timber wait long for the hewing. Within three days Mr. Ellicott visited Buffalo "alias New Amsterdam," as his journal puts it, "to lay off a lot for a school house." This first institution of learning in Buffalo stood on the west side of Pearl Street, just south of Swan, on the site of the residence of Henry R. Seymour, now covered by a brick business block. The building was erected by a "bee" of the inhabitants—a common way of raising dwellings, barns, and public buildings in all new settlements.

The original account-book of the first school district, having escaped the burning of Buffalo in 1813, is now preserved in the archives of the Historical Society. From it we learn that the chief subscribers to the fund raised for building expenses were Capt. Samuel Pratt, Dr. Cyrenius Chapin, Gamaliel St. John, Joseph Landon, and Zenas Barker. The first teacher was Samuel Whiting, a Presbyterian minister. He was followed by Amos Callender—a name identified with every movement tending to benefit the village of Buffalo in its commercial, moral or spiritual life. In 1863 Mr. Oliver G. Steele, the father of our public-school system, mentioned, as the only persons then living in Buffalo who had been pupils in that little school-house, Mrs. Esther Pratt Fox, Mrs. P. Sidway, Eliza Cotton, and Mrs. William Ketchum. Older Buffalonians will recognize every name mentioned in connection with the first school-house. To do them justice in the eyes of younger read-



OLDEST HOUSE IN BUFFALO; BUILT BY GEN. PORTER IN 1816.



THE OLD DAY HOMESTEAD ON MAIN STREET.

ers would be to exceed the possible limits of the present history.

The little seminary disappeared before the British torch on the last day of the memorable year 1813. But out of its embers grew a long litigation—then important, but now almost forgotten—concerning the $700 indemnity voted by Congress to the school district for its loss. The district having been divided, a triangular dispute arose about the division of this appropriation between the two districts and Dr. Chapin, who claimed a share as contributor to the original building. When the suit was finally decided, in 1838, all that remained of the appropriation was a large bill of costs!

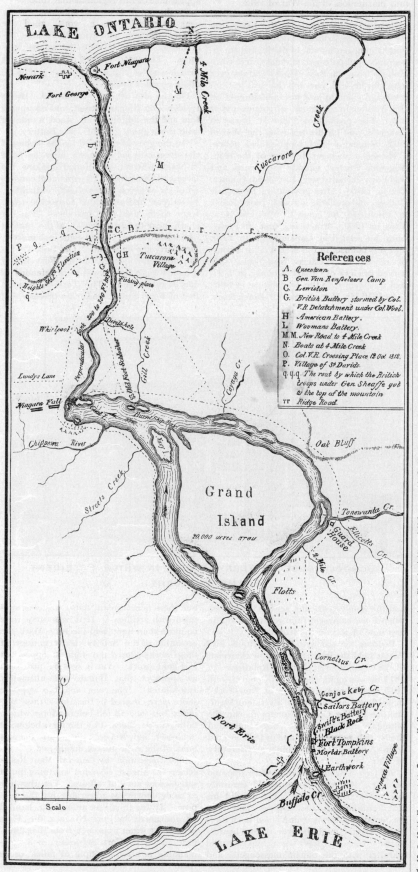
Joseph Richards Palmer, whose letter secured from Mr. Ellicott the lot on which the school was built, was himself a schoolmaster. He taught the children in the British garrison of Fort Erie, and died in 1812.

Among the first to seek residence in Buffalo after the completion of Mr. Ellicott's survey was one of the subsequent subscribers to the school fund named above. Dr. Cyrenius Chapin, a young physician, visited the settlement in 1801, in search of a place where he might establish a practice. He was well pleased with the place, even in its rough condition, for he at once desired to secure a lot here for a residence; but the village was not yet platted, and the doctor left without accomplishing his purpose. But he had determined to live in Buffalo, and what Cyrenius Chapin decided to do he generally accomplished. His was never a half-hearted way in anything. Energetic, self-willed, brave, enterprising, he was destined to become the first resident physician and the first teacher of medicine here; a bold military leader, whose prowess and address contributed much to the success of the American arms in the last war with England, and a prominent figure in all the chief events in the history of Buffalo up to his death in 1838.

After his visit in 1801, Dr. Chapin's zeal was displayed in an application dated by him at Sangerfield, Oneida Co., in behalf of some "forty respectable citizens" for the purchase of an entire township, to include the inchoate village of Buffalo! This was too much of a "boom" even for Joseph Ellicott. He already began to entertain those grand ideas of Buffalo's future which contributed so much to their realization, and he could not consent to hand over in a lump to strangers all the future advantages which he foresaw. The request was politely refused. Doubtless many of those forty respectable friends of Dr. Chapin never knew how near their descendants came to being nabobs of Buffalo.

But Dr. Chapin was not discouraged. If he could neither buy a lot nor bring forty friends here to live, he could be ready to step in when the lots should be ready for sale. With his young wife he settled in Fort Erie in 1803, removing thence to Buffalo in 1805. He was soon widely known as a skillful practitioner. Although he became too much addicted to the use of liquor after the War of 1812, he was still a leader in rebuilding Buffalo. The high regard in which Dr. Chapin was held was shown in 1826, only two years before his death, by the gift of a silver service at the hands of his fellow citizens, as a testimonial of their appreciation of his services, both in peace and in war. The committee of presentation were Gen. Peter B. Porter, Louis Le Couteulx, Judge Ebenezer Walden, Deacon Amos Callender, Hon. Hiram Pratt, Elisha D. Efner, Jacob A. Barker, ex-Mayor Ebenezer Johnson, W. A. Carpenter, and Sylvester Matthews.

Such was Dr. Chapin, to whom frequent reference will be made in succeeding chapters, and whose deeds as there set forth will furnish a better idea of his character than a mere analysis of words could give.



MAP OF THE NIAGARA FRONTIER DURING THE WAR OF 1812.

Compiled by Allen G. Bigelow.

CHAPTER IX.

A Dangerous Rival—The Mile Strip—A Narrow Escape—The Village Surveyed—Christening the Streets—The Post-office—The First Murder—President Dwight's Prophecy.

NOTWITHSTANDING the fact that its own greatness was all in the dim and distant future, a rival threatened Buffalo in 1802—one which was destined afterwards to trouble it still more, but finally to be swallowed alive by the voracious city of later years. This youthful competitor of Buffalo was Black Rock!

On March 19th, 1802, the Legislature passed an act under which the State acquired title from the Indians to a strip of land exactly one mile wide, bordering on the Niagara River and extending from Lake Ontario to the mouth of Buffalo Creek. This parcel of land has always been known as the "Mile Strip," and has been the scene of the chief events on the American side of the Niagara frontier since its purchase. The following parcels were excepted from the Mile Strip: One mile square at Fort Niagara; one mile square at Lewiston, where the State owned a warehouse and dock; the Steadman Farm at the upper end of the portage around the Falls; the "Jones and Parrish Tract," two miles square on the bank of Conjockety (Scajaquada) Creek, now including what is called North Buffalo; four lots south of the Conjockety; one hundred acres known as the "Ferry Lot" at Black Rock; the triangle reserved for military purposes, forming part of the Fort Porter grounds; and a village plot generally known as Upper Black Rock. The Mile Strip was to be sold off for farms, etc., by the State.

The "Black Rock Ferry" was an important spot in the Mile Strip. Its boat crossed to Fort Erie, then quite a settlement, and it was the terminus of the Batavia stage-road already described, and of the beach-road from Buffalo Creek. Mr. Ellicott recognized the eligibility of the neighborhood of the Ferry for a settlement. He saw the danger to Buffalo of such a rival, and in May, 1802, only two months after the Mile-strip Act of Legislature was passed, he wrote to General Agent Paul Busti at Philadelphia that "if the State shall make the intended purchase this summer, and offer this spot for sale before New Amsterdam gets in operation, the nick of time will be lost to the future prosperity of that place." He urged further that he be authorized to act under his own discretion as might seem to him for the interest of the Dutch proprietors. The Holland Company was wise enough to accept the suggestion; the Village of New Amsterdam was surveyed in 1803-4, and the lots being quickly put on the market, Black Rock was for a time left behind in the race for supremacy.

The result of this survey is shown in the "Map of Buffalo in 1805," which accompanies this history, and which is reproduced from the earliest available maps, made by the best engineers. Chief among these is one drawn "for and by" S. Ball in 1825, and a very accurate one prepared by the late Peter Emslie in 1850 under the direction of the Committee on Local History of the Young Men's Association. Study of this map will give a good idea of the village during this decade of its life, and it will frequently be referred to in the present narrative. It is confined principally to the "Inner Lots," which were sold for village purposes, the "Outer Lots" being much larger, and disposed of for farms, etc.

The loyal Ellicott thought to perpetuate in the streets the names of the chief members of the Holland Company, even as he had tried to re-christen Buffalo after the greatest of Dutch cities. General Agents Cazenove and Busti, too, are honored, each with a street and a terrace. The eagle and the swan — chief among land and water birds — are recognized in the street names of the amphibious but ambitious little town. Tavern-keeper Crow's brief namesake bears to the other streets about the same relation as to length that his name sustains to those of the honest Dutch proprietors. All the Six Nations whose trails once crossed this site, beside three other tribes, are given monuments in the more permanent "streets" of civilization.

And yet, with all its Dutch ownership, and despite the efforts of surveyor and agent, not one of the Dutch names remains to-day! Willink and Vanstaphorst avenues are now Main Street; neither Busti nor Cazenove now qualifies "The Terrace," while the former's avenue is now called Genesee Street and the latter's Court. Niagara, Church, and Erie streets have obliterated Schimelpennink, Stadnitzki, and Vollenhoven avenues. Even some of the Indian names are gone. Onondaga Street is sacrificed to the Father of his Country, while Oneida gives way before the memory of Ellicott himself.

In the semi-circle bounding his property to the west, opposite to the present "churches" on Main Street, Joseph Ellicott planned to build his manor-house, which should command grand views up and down Main Street, and down Niagara, Church, and Erie. Here he hoped to pass his declining years, the center of the city which himself had founded. But this pet plan was defeated by the Commissioners of Highways, who insisted that Main Street should be straight, and the discomfited agent then refused to build at all. North and South Division, Washington, and Ellicott streets ploughed through his manor, which had cost him $750, and obliterated all trace of that which had been his hope and prospective pride.

The year 1802 was marked by the establishment of a postoffice. Seth Pease, one of Ellicott's surveyors, was a brother-in-law of Postmaster-General Granger. Through this influence Mr. Ellicott secured what he might not otherwise have obtained, and James Brisbane was appointed postmaster. The mail was carried by Ezra Metcalf, who traveled on horseback and might have conveyed the meager contents of his mail-bag in his hat.

In July of that year, too, the first murder darkened the history of Buffalo. Landlord Palmer sat at the door of his little tavern in the cool of the evening with William Ward and Joseph Keeler. A Seneca Indian made a deadly assault upon Palmer, and failing to injure him, turned and stabbed Ward in the neck. The little settlement was alarmed in a moment, and in the attempt to secure the savage John Hewitt was fatally stabbed. During the night the Indian was taken to Fort Niagara for safekeeping. Next day a band of half a hundred warriors appeared in the settlement, armed with rifles, tomahawks, and knives, threatening to take dire vengeance if their young man was executed. The opportune removal of the murderer the night before probably averted a still more awful scene of bloodshed than he had enacted. After howling like fiends over a pool of gore said to have been that of the guilty Seneca, his would-be rescuers set off for Niagara, leaving such of the terrified villagers as had not fled to regain their equanimity if they could. The firmness and coolness of the officers at Niagara prevented further bloodshed, and the Indian was finally released, dying a natural death on the Reservation at an advanced age. Justice would have demanded his execution, but the wiser course doubtless was pursued, the little settlement being ill prepared to repulse an attack from the entire force of the Indians. The citizens, backed by Ellicott and his surveyors, petitioned Gov. Clinton to use his influence with the general Government to secure a small garrison at Buffalo Creek, as the Senecas had at other times shown an unfriendly spirit. It is probable that this petition was of little effect until the approach of war gave greater reason for granting it.

The Rev. Timothy Dwight visited Buffalo in 1804, and has left a clear picture of the state of the settlement at that time. "The spot is unhealthy," he says, "though of sufficient elevation, and, so far as I have been informed, free from the vicinity of stagnant waters. The diseases prevailing here are those which are common to all this country." Dr. Dwight saw plainly the difficulty which at that time gave Black Rock a dangerous commercial advantage over Buffalo. After mentioning the bar at the mouth of Buffalo Creek, which prevented the entry of vessels larger than a row-boat, he speaks of Black Rock—by which he evidently designated Squaw Island—and says "that between this rock and the shore is the only secure harbor on the American, and a much better one than on the British side of the lake." And though Dr. Dwight had Black Rock in his eye when he wrote, his was a no less remarkable prophecy, that "the period is not far distant when the commerce of this neighborhood will become a great national object, and involve no small part of the interests and happiness of millions." Dr. Dwight saw "five schooners, a sloop, and a pettiaugre" at anchor in the imperfect shelter of Buffalo harbor. And this was in 1804, the woods swarming with wild animal life, and the neighboring reservation filled with half-savage Indians, more numerous by far than the settlers.

THE WILKESON HOMESTEAD.

CHAPTER X.

Growth of the Village—Buying Lots—Price of Land in 1804-5—The Cemetery and its Successors—Death of William Johnson—The County of Niagara—First Bench and Bar—Court House and Jail.

FROM this time forward the new town grew more rapidly. The following persons secured lots from the Holland Company: 1804—William Robbins, Henry Chapin, Sylvanus Maybee, Asa Ransom, Thomas Stewart, Samuel Pratt, William Johnson, John Crow, Joseph Landon, Erastus Granger, Jonas Williams, Robert Kain, Vincent Grant, and Louis Le Couteulx; 1805—Cyrenius Chapin, Thomas Sidwell, Nathaniel W. Seaver, Isaac Rhoades, and Samuel Tupper. Some of these names have been mentioned already. There are but few in the list who were not important agents in building up Buffalo, and the descendants of many of them are living here to-day.

The prices at which these lots were sold to the first purchasers were determined by location. Reference to the map will make clear the following statements: In 1804 Inner Lot No. 2 was fixed by Mr. Ellicott at $150, and No. 4 at $250. From these the prices decreased till No. 204 was held at only $25. The Outer Lots, sold for farms, were quoted at from $5 to $10 an acre. In 1804 Mr. Le Couteulx bought Inner Lot No. 4, corner of Main and Exchange streets, and Outer Lot No. 1, on Water Street, for $350. The lots now covered by the First Presbyterian and St. Paul's Episcopal churches were reserved by the Holland Company for religious uses, and were so deeded. In 1806 Inner Lot No. 36 sold to Asa Chapman for $120, and Smith H. Salisbury bought Inner Lot No. 188, on Washington Street, for $480. At this time land beyond Chippewa Street, on Main, was selling for $11 and $12 an acre. In 1810 Dr. Chapin bought Inner Lot No. 40, where the Weed Block now stands and running through to Erie Street, for $125. These figures are sufficient for comparison with other periods, and to show the cost of acquiring real-estate in Buffalo before the War of 1812.

Young as the settlement was, death already had invaded it. The warning could not be neglected. That solemn need of every place where man has lived, the burial ground, became a necessity on Buffalo Creek. Before the time of which we are now writing—perhaps in the last years of the previous century—William Johnson had laid out a small cemetery on land belonging to him, now covered by the Washington Block, the home of The Buffalo Express. The original level of the land was much higher than at present, and in making excavations for building upon this property at different times, skeletons have been dug up. But in 1804 this burying ground was deemed unsuitable for general use, possibly being too near the centre of the village, and Capt. Pratt and Dr. Chapin went to Batavia and obtained by "Land Contract" the lot afterwards known as Franklin Square, bounded by Franklin, Eagle, Delaware, and Church streets, where now the imposing City and County Hall stands, a grander monument to those early pioneers than any to be found in our beautiful Forest Lawn. Burials then practically ceased in the Exchange Street lot, probably none but Johnson's own family being interred there after 1804.

MAJOR NOAH'S MEMORIAL STONE.

Though provided by the residents of Buffalo for their own final resting-place, the first weary one to sleep in the new cemetery was a wayfarer, one John Cochrane, from distant Connecticut, who died suddenly at Barker's Tavern on the Terrace. And the second was an Indian of gigantic frame (from which whimsically called The Infant.) So the earliest settlers were not the first to tenant their last settlement of all.

Here, too, in 1815, was buried with military honors one of the best and noblest of the Senecas, Farmer's Brother. When this great chief's body was removed with the rest to Forest Lawn, little was left of his coffin but a portion of the lid, bearing the initials "F. B." in brass-headed nails. This relic now hangs beneath the portrait of the old warrior in the rooms of the Buffalo Historical Society.

Burials in the Franklin Square lot were discontinued in 1832. The last to be interred there was the wife of Judge Samuel Wilkeson, a daughter of Gamaliel St. John, in 1836. For this a special permit was necessary. Burying grounds were opened at Cold Spring and Black Rock at an early day. The general cemetery which succeeded that of Franklin Square was the one now being obliterated by handsome dwellings, at the corner of Delaware Avenue and North Street. It consisted of five acres, bought on his own account by the Hon. Lewis F. Allen, in 1830, of Judge Ebenezer Walden. Mr. Allen formed an association consisting of himself, George B. Webster, Russell H. Heywood, Heman B. Potter, and Hiram Pratt; and Joseph Clary surveyed it into lots. The smallness of the site and the prevalence of springs on the lower side prevented a very long or general use of this cemetery. Most of the bodies were removed to Forest Lawn many years ago; and there had been none lying in the North Street lot for some time before it began to be used for residences.

Forest Lawn, the final chief cemetery of Buffalo, and one of the loveliest burial places in the country, was laid out by Charles E. Clarke, in 1849, on both sides of Conjockety Creek. There were about eighty acres of land in the original purchase made from Warren Granger and his brother, the Rev. James N. Granger, at $150 an acre. The Forest Lawn Cemetery Association was organized in 1855 to succeed the private enterprise of Mr. Clarke, and in 1864 the present Buffalo City Cemetery Association bought the property from the older company, with additions purchased from the Rev. Dr. Lord and Dr. Ransom, and now controls this beautiful City of the Dead.

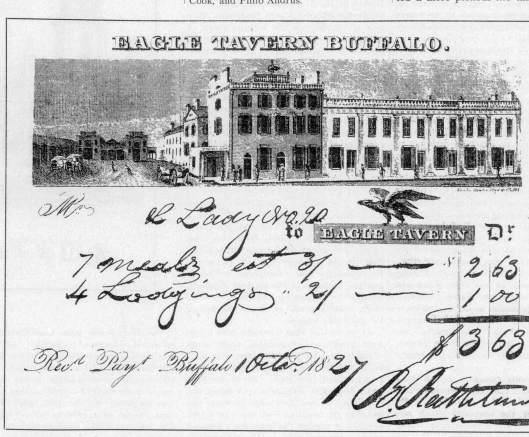
There are and have been many smaller cemeteries in and about Buffalo, including those of the Catholic faith. But there is not space or time to mention them.

For we are now approaching the scenes and incidents of that war which desolated the Niagara frontier, and rudely checked the growth of Buffalo. Its premonitory grumblings may be heard all round the sky, and we must hasten forward through the next few years with more rapid steps.

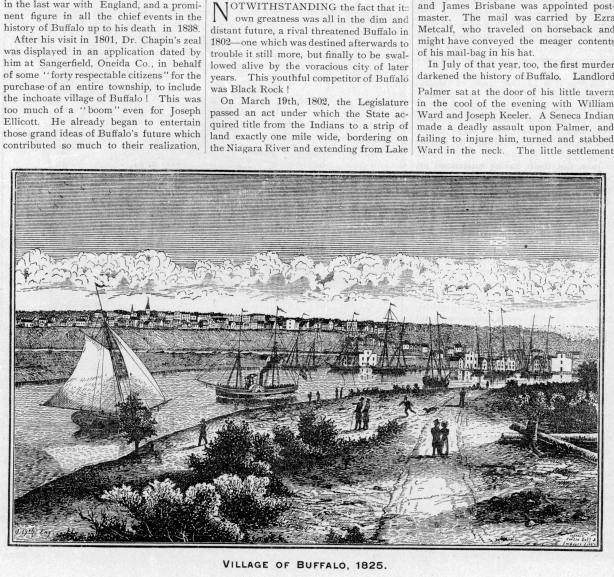
William Johnson, so long identified with the settlement of Buffalo, died in 1807, aged 65, and was buried in the cemetery himself had provided. Although authorities differ as to the parentage of Johnson, some denying (merely on probability) that he was the son of Sir William Johnson and Molly Brant, as we have asserted, the latter seems to be the most probable descent. He was highly respected by his neighbors, and his son, John Johnson, was educated with care, being a student at Yale College. He was a young man of excellent manners, and after finishing his studies married Ruth Barker, daughter of Judge Zenas Barker, and was a clerk in the store of Capt. Samuel Pratt on Crow Stree..

About this time the first religious society was formed in Buffalo. It probably was a rather informal union of Presbyterians and Congregationalists, and was ministered to by the Rev. Thaddeus Osgood. In the absence of a clergyman, Deacon Callender was wont to conduct services. It is not unlikely that before this time the young and reverend pedagogue sent here by the New-York Missionary Society preached.

In 1808 the County of Niagara was erected. It embraced all the territory of the present counties of Erie and Niagara, and Buffalo was made the county seat. Here was new honor for the little town, and an assurance of certain future permanent advantages over its dangerous rival opposite Squaw Island. Augustus Porter, Robert Morris's surveyor, who had accompanied Joseph Ellicott when running the boundaries of the Holland purchase, was made judge. His associates were Samuel Tupper, Erastus Granger, James Brooks, and Zattu Cushing, with Asa Ransom sheriff, and Louis Le Couteulx clerk. The court was held in Joseph Landon's tavern—now the Mansion House—until the Holland Company completed the court-house and jail in 1810. The attorneys of Niagara (Erie) County at that time were Ebenezer Walden, Jonas Harrison, Truman Smith, John Root, Heman B. Potter, Alvin Sharpe, Bates Cook, and Philo Andrus.



FAC SIMILE OF HOTEL BILL.



VILLAGE OF BUFFALO, 1825.

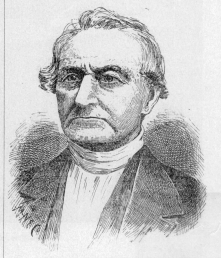
CHAPTER XI.

Before 1812—Early Business Men—Erastus Granger—The First Newspaper—Dr. Ebenezer Johnson—The Cottage—A Romantic Elopement—Capt. Pratt—Louis Le Couteulx—Juba Storrs & Co.—Townsend & Coit—Taverns and Hosts—The Old Ferry—A Moral Society—Port of Black Rock.

IT remains, before telling the story of the War of 1812, to mention some of the leading business men who settled in Buffalo before the outbreak, and whose energy and perseverance contributed largely to re-build the village.

In 1805 the "District of Buffalo Creek" was established, and Erastus Granger was appointed its first collector. Prior to that time this territory was included in the District of Presque Isle—Detroit—of which Gen. William Irvine was collector. Mr. Granger and his brother Gideon had contributed, at their home in New England, to the election of Thomas Jefferson, whom they had known while sojourning in Virginia. Gideon Granger was appointed Postmaster-General, and Erastus was sent to Buffalo to watch the interests of the Jeffersonian party. He boarded at Crow's tavern, and was appointed Superintendent of Indian Affairs, postmaster, and collector.

These political rewards proved to be good appointments, Mr. Granger being an excellent official. He bought what has since been known as the Granger Farm, beyond Cold Spring on the little Four Mile Creek, and was identified with the growth and prosperity of Buffalo. Part of the Granger Farm is now embodied in Forest Lawn cemetery. The oak grove near his residence was for many years a favorite spot with the Senecas for holding their councils.

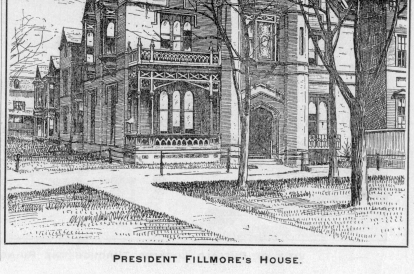


BENJAMIN RATHBURN.

On the third day of October, 1811, Smith H. and Hezekiah A. Salisbury issued the first number of the *Buffalo Gazette*—the pioneer of the press of Buffalo. In another part of this issue of The Express will be found a brief sketch of the descent from this sturdy little sheet. It was an important element in the growth of Buffalo, and led a more perilous life than most newspapers, for it shared the fortunes of the town in the War of 1812, as will be related. From its columns we learn much concerning the scenes of that bloody period, and to it we are indebted for valuable information concerning our early local history which would not otherwise have been recorded.

Dr. Ebenezer Johnson came to Buffalo in 1809 with a letter of introduction to Mr. Granger. He practiced his profession here till 1812, served as surgeon in the army, carried on a drug store in the rejuvenated village, was a partner of Judge Wilkeson for a few years, and became a wealthy

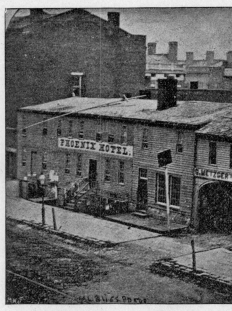
The first Court House stood on Washington Street, facing Lafayette Square. It was a plainer affair than its successor, whose historic bell now reposes among the treasures of the Historical Society. The jail was a square, two-story, stone building on Washington Street below Clinton, near the present municipal court. It was surrounded by a wooden stockade, fourteen to sixteen feet high, like a frontier fort. A flight of steps led from the second-story to the street. These must have been by all odds the most imposing buildings west of Batavia.



PRESIDENT FILLMORE'S HOUSE.

banker and broker. Dr. Johnson built the stone dwelling now known as "The Cottage," on Delaware Avenue, forming part of the Buffalo Female Academy. It was surrounded in his day by extensive and highly cultivated grounds, in the nature of a park, with trees, shrubs, walks, and waterfalls, and a paddock where deer fed and gamboled. Perhaps the doctor's chief distinction was that of being the first Mayor of the city of Buffalo.

A daughter of Mr. Johnson lent a tinge of romance to the early history of "The Cottage," by eloping with and marrying a certain young lawyer of the town, named Lord, who subsequently mended his ways, and, as the Rev. John C. Lord, D. D., was an honored and distinguished preacher and lecturer in Buffalo. Tradition says that the young lady left on her bureau an earnest of that keen wit and never-failing brightness which distinguished her among women throughout her long life in the shape of a note to her parents. It deserves to head the long list of such interesting missives, for the would-be Mrs. Lord simply wrote: "The Lord gave and the Lord hath taken away; blessed be the name of the Lord." The Lord Library, now in the custody of the Historical Society, could not have said more!



PHŒNIX HOTEL.

We have before noted the arrival of Capt. Samuel Pratt in Buffalo. He came in 1804, and was the progenitor of the family which has been an important part of Buffalo from then till now, and which still contributes to its commercial and fiduciary prosperity. Mr. Pratt bought the lot where the Mansion House now stands and others, and brought his family from New England in an old-fashioned coach, the first ever seen in Buffalo, which long remained a curiosity. He built a large barn on the corner of Seneca and Ellicott streets. This, being framed of green timber, resisted the flames of December 31, 1813, was re-clapboarded, and after serving as a packing and store-house for furs, became the Franklin House barn. It gave place to the brick structure which afterwards served that purpose.

Mr. Pratt died in 1812, aged only 48 years. But his descendants to the fourth generation are numerous and widely known in Buffalo to-day.

Louis Stephen Le Couteulx came to Buffalo in 1804. He was of a family ennobled in France in 1506, and still honored there. After some remarkable adventures in this western world M. Le Couteulx settled here, where he became one of the most influential citizens. Madame Le Couteulx was a niece of Gen. Touzard, who accompanied Gen. LaFayette to America, and lost an arm in the Revolutionary War. M. Le Couteulx was among the first to introduce the merino sheep in this country, importing a pair with infinite difficulty in 1789, in spite of the embargo laid upon them by Spain, and presenting them to Robert Morris. His chief work in Buffalo was the founding of St. Louis Church—the third edifice of which is now rising, one of the finest architectural ornaments of the city.

M. Le Couteulx was first clerk of Niagara (Erie) County, as has been stated, and also served the Holland Land Company. He was Forage Master in the United States service during the War of 1812, Sergeant-at-Arms of the State Constitutional Convention of 1821, and of the State Senate, and died in Buffalo in 1839 aged eighty-four years.

M. Le Couteulx bought a lot on Main Street, just above Exchange, where he kept a small drug-store for a while. In the brick front of the buildings which now cover the spot a stone tablet bears the inscription LE COUTEULX BLOCK. The impressive services in Old St. Louis Church a few years since, attending the removal of his remains to France by his descendants, will long linger in the memory of all who witnessed them.

Among the earliest and most influential merchants in Buffalo were Messrs. Juba Storrs & Co. The original partners were Juba Storrs and Benjamin Caryl. Mr. Storrs, educated for the bar, came from Mansfield, Connecticut, in 1808, to practice his profession. He soon abandoned that plan, and in 1809 established himself in mercantile business with Mr. Caryl. Capt. Benjamin Caryl emigrated from Vermont to Canada in 1800, and thence to Buffalo in 1807. Hiram Pratt was a member of the firm of Juba Storrs & Co. for a time, and was succeeded by Lucius Storrs, a brother of Juba, who came on from Connecticut in 1811 for that purpose. Gen. Lucius Storrs wedded a daughter of his partner, Benjamin Caryl. Other daughters married Dr. Noah H. Warner and Mr. John H. Coleman—names familiar to all middle-aged residents of Buffalo.

This firm carried on a very extensive business in many kinds of produce. They bought and greatly enlarged the Williamsville flour-mills. Besides their store here they maintained branches at Canandaigua, Erie, Pa., and Brantford, Canada. They furnished supplies for the fleet of Perry, and for the army, in 1812-16, and were regarded as the leading merchants of this region.

In 1811 Charles Townsend and George Coit—names associated with the city for generations—brought twenty tons of merchandise to Buffalo from Norwich, Ct., and the firm of Townsend & Coit at once became prominent in frontier affairs. The Townsend Block, corner of Main and Swan streets, and the Coit Block in its rear, at Swan and Pearl, mark their early investments in Buffalo real estate. The two names appear constantly in our business, professional, and social life to-day. Grosvenor & Heacock were also large merchants in Buffalo prior to 1812, and the two names were united in that of one of the giants of the Buffalo pulpit—the late Rev. Grosvenor W. Heacock, D. D.

Before 1812, besides the little tavern of John Palmer, already described, other inns were established. John Crow came from Whitestown, Oneida County, as early as 1802. He opened a hostelry on Inner Lot No. 1, on the south side of the street named after him (now Exchange), which has been mentioned before.

Joseph Landon's tavern was the predecessor of the Mansion House, and for years was a meeting place of importance, court being held there until the first court-house was built.

Ralph Pomeroy, whose grandchildren still reside in Buffalo, established a hostelry in 1810 on lot No. 7, at Main and Seneca streets where the Western Union Telegraph office now is. It became the favorite resort of military men during the war, and, as will be related, was the scene of at least one exciting episode of the conflict.

Gamaliel St. John, whose widow afterwards displayed her courage and energy at the burning of Buffalo, kept a small tavern on Main Street, near Court, which of course disappeared in the flames. Mr. St. John was drowned in June, 1813, by the capsizing of a ferry-boat at Black Rock, he being one of the proprietors of the ferry at the time. The descendants of the St. Johns are among our most respected families to-day.

The Old Ferry at Black Rock deserves more than a mere passing word. There is clear evidence that it existed as early as 1796, and the late Charles D. Norton, who carefully investigated the subject, believed that its use extended back as far as the Revolutionary War. Emigrants to Canada and the founders of the State of Michigan crossed the Niagara on a flat-boat, with all their worldly goods in their picturesque Pennsylvania wagons.

At the foot of what has since been called Fort Street, a few hundred yards south of the present ferry landing, the river bank below the bluff was a level plateau some two hundred feet wide. At its northern end a huge, flat, triangular rock jutted into the river. It was about one hundred feet broad at its northern end, but ran southeasterly in toward the bank for a distance of three hundred feet, and buried itself in the sand. This rock was four or five feet high, and square at its southern end, and an eddy at that point made it an excellent landing-place, beyond the influence of the current. The rock formed a perfect natural wharf, unexcelled by any of our wharfage facilities of the present day. It was regarded as the safest and best landing-place above the Falls.

One Con. O'Neil was ferryman here about the beginning of the present century. He lived in a hut near the landing. In 1806, although the ferry was directed by the Legislature to be leased to Alexander Rea, Major Frederick Miller actually appears as its proprietor in that year, and to have so continued till 1812. The ferry business grew during these years, for in 1813 its net income was $8,000.

About such a landing a settlement was sure to spring up. In 1807 a house and tavern, with some other buildings, accommodated the travelers that might come from Batavia by the ridge road, or from Buffalo Creek along the beach. There was also a hut on Niagara Street near Albany Street, the warehouse of Porter, Barton & Co., to be described later, and the residence of Nathaniel Sill. A grocery was established, and settlers began to make their homes at the black rock.

Orange Dean and Holden Allen, father of the late veteran sailor, Capt. Levi Allen, had taken Major Miller's unexpired lease of ten years; but the War of 1812 put a stop to the profitable business until 1813, when it somewhat revived in the hands of Messrs. Lester Brace, who came to Black Rock in 1807, and Gamaliel St. John, whose descendants still reside in Buffalo.

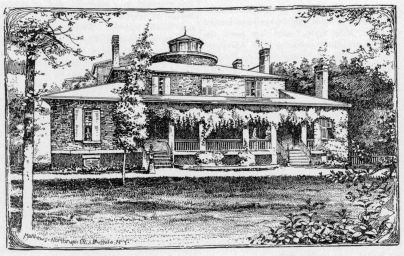
On the Canadian side the earliest remembered ferry-men were one Gilmore, a political refugee from Pennsylvania, and another named Windnecker (or Windecker), and then Mr. Hardison, whose widow lived in the village of Fort Erie as late as 1865. Afterward the Canadian rights were owned by Mr. Warren and Col. Kirby, the latter a notorious character on the frontier, who took upon himself to guard what he conceived to be the Canadian rights of his sovereign against intrusion from impertinent Yankees.

The black rock having always been a favorite fishing-place with the Indians, their rights to use it and the crossing-place were continued to them in all ferry-leases, and, so far as is known, remain to this day. But as the Erie Canal obliterated every natural feature of the spot, and a new landing was made at some distance, the Indian rights at the black rock practically disappeared when DeWitt Clinton's engineers blew it up.

In 1821 Asa Stannard leased the ferry, which, however, ceased to have a legal existence between 1829 and 1824.

The forwarding of salt from Onondaga Lake to Black Rock and thence to Pittsburg was the chief business of Porter, Barton & Co., who transferred the barrels from their river bateaux to the west-bound vessels at their Black Rock warehouse or their wharf under the lee of Bird Island. When these vessels became windbound for days together the salt would accumulate, the barrels being piled in tiers below the bluff on the river bank, to the number of five and six thousand at once.

Moreover, Black Rock became thereby a great salt exchange, and it was not a rare sight to see the flat rock at the landing covered with Pittsburgh traders, captains of vessels, and river boatmen—somewhat resembling Seneca Street, in front of our Merchants' Exchange, on any busy day!



COTTAGE OF DR. JOHNSON, THE FIRST MAYOR.

Toward the close of 1811 it became apparent that war must come. Bellicose resolutions passed the Committee on Foreign Relations by large majorities. In the House of Representatives a motion to table a bill for raising 25,000 additional troops for the regular army was lost by a vote of 98 to 29. There was open talk of a conquest of Canada. The House negatived a motion of John Randolph of Roanoke that it was "inexpedient to resort to a war with England."

England did not desire war at that time. She was already embroiled in Europe; her commercial interests would be jeopardized by a contest with America; and she shrank from another strife with kinsmen. Consequently, the obnoxious orders in Council which had provoked the United States were formally withdrawn on June 17, 1812. But it was too late. On the very next day, June 18th, by a vote of both houses, Congress declared the existence of war between the United Kingdom of Great Britain and Ireland, and the United States of America. There had not been time for the news of England's pacific action to reach America.

On the night of June 17-18, 1812, an Atlantic Cable might have prevented a three-years' war!

During the discussion in Congress preparations had been made in which the important Niagara frontier shared. The 25,000 men were being added to the regular army, pursuant to the Act of February, 1812. Soon thereafter Gov. Daniel D. Tompkins of New-York advised the Legislature to prepare for war. Rumors reached Buffalo that a body of British and Indians were assembled at Newark, near the mouth of the river, in Canada, preparing for a descent upon our defenseless frontier, and, although untrue, these reports caused great excitement, and meetings were held in Buffalo.

In May a United States recruiting officer appeared in the village and advertised for enlistments for the Army. He promised to those who would sign for five years 160 acres of land, three months' extra pay, and a bounty of $16. Soon the militia began to be called out. There was a huge skeleton but little flesh. The regimental organizations were numerous and there were hundreds of officers. Yet the enrollment into the United States service appears to have been without system or order. The repeated drafts upon the town were filled without much regard to existing organizations. The forces were assembled in a hap-hazard way, without arms, clothing or discipline. Their pay was irregular, and much of the initial enthusiasm oozed out before the first shot was fired.

On May 17th Lt.-Col. Swift of Ontario County arrived at Buffalo and assumed command on the Niagara frontier. The next day the first detachment of militia from the south towns, under Major Benjamin Whaley, marched through the excited village, *en route* for Lewiston. By the 23d of June, Col. Swift, having established his head-quarters at Black Rock, had some six hundred militia under his command; beside which there was a small garrison of regulars at Fort Niagara. Among these troops was the light-infantry company of Capt. Wells and the company of Capt. Hull, which were embodied for the immediate protection of Buffalo.

Although war was declared on the 18th of June, it took more time then than now for even bad news to travel. It is said that on the morning of the 26th citizens of Buffalo saw a small vessel, loaded with salt from Black Rock, pursued and captured by a British armed vessel from Fort Erie. This astonishing procedure was soon explained. John Jacob Astor had dispatched a fast express rider to warn his agents in Canada of the outbreak. This messenger had outstripped by several hours the official courier of the Government, crossed the river at Lewiston, and given the alarm. The British waited not a moment but struck at once.

On the very day of the capture of the salt-schooner a messenger—probably from the British Minister at Washington—crossed at Lewiston to give official notice of the declaration of war.

The next day, the 27th, at one o'clock in the afternoon, two small boats filled with British soldiers from Fort Erie approached the schooner Connecticut at anchor off Buffalo Creek, and belonging to Peter Colt of Black Rock. Capt. Johnson, her commander, at once got under way and endeavored to escape up the lake. But the lightness of the breeze enabled the boats to overtake him, and his ship was captured.

Crisfield Johnson's "History of Erie County," published in 1876, is responsible for the story of the first marine capture related above, while the Hon. William Dorsheimer tells about the taking of the Connecticut in a paper read before the Historical Society in 1863. It is quite likely that the two tales relate to the same event. If so, the dates would seem to confirm that of Mr. Dorsheimer as to the day of the capture, and his story as to the manner of it is the more likely of the two. It is probable, therefore, that to the schooner Connecticut belongs the distinction of being the first marine loss of the War of 1812.

That day of disaster, however, was not without a ray of sunshine. For before the scene on Lake Erie was fairly over a handsome young gentleman, of distinguished appearance and polished manners, arrived in Buffalo from the East. He was no stranger here, for he had just left his seat in Congress and came to lead his constituents on this frontier in the more stirring events of war. The position of Peter B. Porter in Congress, and his deeds during the War of 1812, demand a brief biographical notice.

He was a younger brother of the Hon. Augustus Porter, already mentioned, and was born in Salisbury, Litchfield County, Ct., in 1773. After graduating from Yale College, and studying law with Judge Reeve at Litchfield, he came to Western New-York in 1793. Practicing first in Plattsburg, he settled in Canandaigua in 1795, and was counsel in the first trial in a court of record in Western New-York. He served as clerk of Ontario County in 1797, and was elected to the Legislature in 1802.

In 1810 Mr. Porter moved to Black Rock,

SCHOOL-HOUSE ON FERRY STREET, IN WHICH PRESIDENT FILLMORE TAUGHT.

and the same year was sent to Congress, whence we have seen him returning at the first note of war on the frontier.

Pending the war with Great Britain, Mr. Porter held the important post of chairman of the Committee on Foreign Relations. In 1814 he was again elected to Congress; in 1815 was Secretary of State of New-York; in 1816 was appointed by President Madison one of the Commissioners to run the boundary line between the United States and the British possessions; and in 1828 entered John Quincy Adams's Cabinet as Secretary of War.

All Gen. Porter's interests were opposed to war. His very home would certainly become a battle-ground. Yet he did his duty unflinchingly in Congress, and then hastened to lead his countrymen to victory, even though it might be over his own hearthstone. Here we have seen him arriving parallel with the official messengers, and himself probably bearing the first definite news that Buffalonians received of the declaration of war.

Fears now arose concerning the attitude of the Indians. On the 29th of June Hon. Erastus Granger, Indian Agent, held a council with the chief men of the Six Nations, and was assured of their friendliness to the American cause; but they were desirous of remaining neutral as long as possible. This removed many dark apprehensions from the minds of the citizens.

Col. Swift moved his headquarters to Lewiston about this time, and was succeeded at Black Rock by Major Frederick Miller, whose descendants are active in Buffalo business circles to-day. An express was also sent to Canandaigua for arms and ammunition, the assembling volunteers being but scantily supplied. Gen. William Wadsworth was placed in command of the entire frontier, and the confidence of the inhabitants began to return. Even the old men, like the "Union Continentals" of a later day, organized into companies appropriately called "Silver Greys."

Gen. Wadsworth was soon superseded by Gen. Amos Hall of Ontario County, commanding the militia in this part of the State, who arrived here July 24th, escorted by a detachment of fifteen of the East Bloomfield Light Horse under Sergeant Boughton. Gen. Hall was quickly followed by a new commander—the first who engaged in anything that looked very much like war.

This was Major-General Stephen Van Rensselaer. He was appointed by Gov. Tompkins, and entered upon his duties on July 18th, but did not reach the seat of war in person until toward the middle of August. He selected as his principal aide Col. Solomon Von Rensselaer, an officer of experience and courage, which he abundantly displayed in the first campaign on this frontier.

Gen. Van Rensselaer began his inspection of the forces on the 11th day of August, and from the records of his aide-de-camp, and the researches of Dorsheimer, Johnson, and others, together with detached statements in manuscript and print, a pretty accurate idea may be gained of the state of affairs on the lines.

The map of the seat of war in this region is taken partly from one published by Col. Van Rensselaer in 1836, with reference to the battle of Queenstown, but with additions and corrections to make it serve the purposes of the present narrative.

It is not claimed that all the defensive works constructed during the war are noted on this map, and those which are shown were not all erected at one time. But it is amply sufficient for the purpose and is interesting as giving a clear idea of the actual appearance of this region at that time.

On the south side of Conjockety Creek, near its mouth, was a work called the Sailors' Battery, mounting three long 32-pounders. Near it were the sailors' barracks. The road crossed the creek by a bridge with a "draw" in the middle to allow vessels to pass.

On the site of Col. William A. Bird's residence on Niagara Street, and occupying that and the adjoining lot, stood a redoubt with three guns, called Swift's Battery.

On the ground occupied by the stables of the street railroad company, near the bend in Niagara Street, was Fort Tompkins, the largest of the works. Its armament consisted of six or seven pieces of different calibre. In its rear, and extending across the road, were sheds used for barracks. Farther south, near the water-works, at the bottom of a small ravine, was an eight-inch mortar, familiarly known as the "Old Sow." On the northerly corner of the Fort Porter grounds was a light earth-work defended by one 24-pound gun. The Terrace, near the foot of Pearl Street, boasted a breastwork; but there is no record that it was ever supplied with artillery. If it was, they were no more than light field pieces. With the exception of the Sailors' Battery, none of these works offered the slightest opposition to a land attack. Yet it was by just such an approach that Buffalo was ultimately annihilated. The river and the opposite shore were covered by the guns of these batteries, but they all fell before a force which, failing to be checked by the forts below, at Schlosser and Niagara, swept up the east bank of the river almost unopposed.

The inspection by General Van Rensselaer in August revealed anything but a satisfactory state of affairs. Yet the line to be defended was admirable for the purpose. It was thirty-six miles long, flanked on the north by Fort Niagara, the Falls preventing water approach from that direction, and with Fort Schlosser in a commanding position a couple of miles above them; and the left flank guarded by a high bluff with Fort Tompkins and the lesser works upon it.

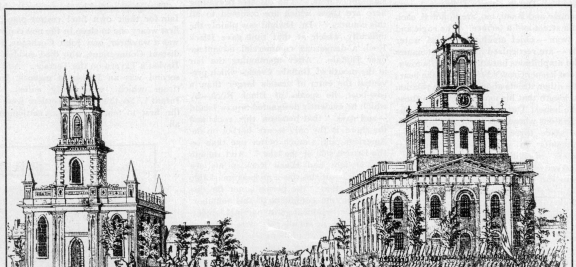
But when it came to the army things were different. Only a little over six hundred raw militia to guard a line thirty-six miles long, many of them without shoes, and all of them clamorous for pay.

Not only was there no heavy ordnance, but there were no artillerists to man the few light guns then in battery. Absence of tents or other covering unfitted the troops for taking the field, while the apology for a medical department was destitute of everything necessary for the comfort and care of sick or wounded. Add to this an utter lack of discipline, and the outlook was not a bright one.

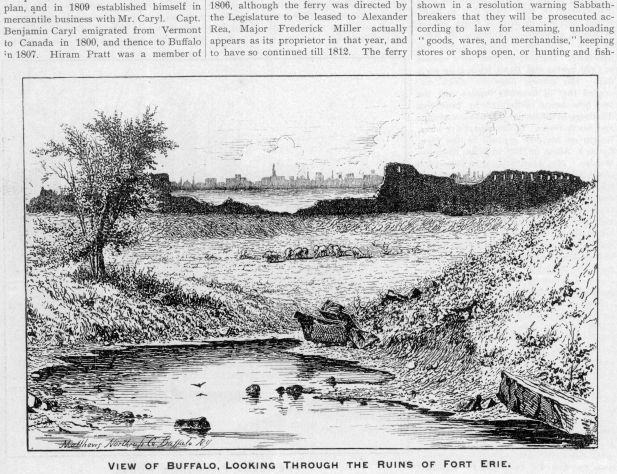
Nor was it improved by contemplating, across the river, the battalions of the British regular army, uniformed, armed, and equipped in the best manner, furnished with all the supplies needed by an army in the field, and supported by a well-drilled militia. At least equal to our own in numbers, the enemy's force had all the advantage of trained soldiers over an undisciplined mob.

But Gen. Van Rensselaer was not dismayed and did not delay. He established his camp at Lewiston, concentrating most of his force there for the drill and instruction so much needed, and energetically urged the forwarding of reinforcements. A rumor that Grand Island was invaded caused the Indians to take action. The Six Nations declared war against Canada because of the supposed trespass on their domain, in the only document of the kind ever issued by North American Indians, so far as known. But the occupation of Grand Island was not permanent, and no considerable number of Indians entered the United States service at that time.

The news of Gen. Hull's disastrous surrender at Detroit reached Gen. Van Rens-



"THE CHURCHES," 1838.



VIEW OF BUFFALO, LOOKING THROUGH THE RUINS OF FORT ERIE.

CHAPTER XII.

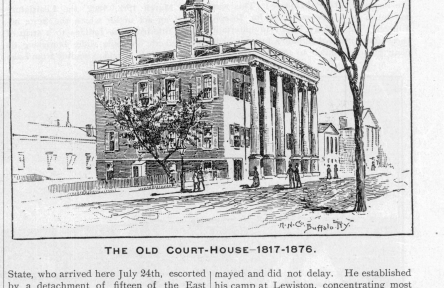
WAR—THE CABLE MIGHT HAVE AVERTED IT—RECRUITING IN BUFFALO—HEAD-QUARTERS AT BLACK ROCK—A SLENDER ARMY—GEN. PORTER—SUCCESSIVE COMMANDERS—GEN. VAN RENSSELAER—REINFORCEMENTS—PREPARING FOR THE STRUGGLE—EFFECT OF HULL'S SURRENDER—REINFORCEMENTS.

THE War of 1812 is sometimes regarded as a rather petty affair, and the operations on the Niagara frontier are apt to be treated either as insignificant or as discreditable to the American arms.

These views are erroneous. It is true that the War was small compared with the late Rebellion. But it settled the question of England's position on this continent. The raw volunteers may at first have run away from the sound of their own guns. But they soon learned to wrest victory from the picked battalions of England. It is a fact without shame that many of the American soldiers went barefoot and ununiformed, and that their arms were of all patterns but the best. Yet, as their Revolutionist predecessors had done, they successfully faced the best-dressed, best-fed, best-armed troops of the world, and put to flight those they did not capture. Their "forts" were mostly simple earthworks; but soldiers then and since have found earthworks more deadly objects to assault than the more elaborate defenses of the military engineer. Their commanders were frequently changed; yet the changes soon sifted the chaff from the wheat, and the proportion of the former was surprisingly small.

Their operations were often conducted after a fashion savoring more of the backwoods than of the military school. Yet the haughty professional foe admitted the necessity for such fighting, by depending for much of his success upon savage Indian warfare. And upon the fields of Black Rock and Fort Erie, and Chippewa, and Lundy's Lane, and Queenstown and Lewiston and Niagara, in skirmish, battle, siege and sortie, in assault by land and capture by water, were won on the Niagara frontier the first laurels of men afterward famous in American history, and who never were ashamed of the youthful green leaves of their glory.

The causes of the War and its operations at a distance need not be discussed here. Buffalo's part in it is our theme, and only such remote events will be mentioned as had a strong effect upon our history.



THE OLD COURT-HOUSE—1817-1876.

selaer's head-quarters on July 17th. It created no less profound a sensation on these lines than throughout the country. It at once increased the danger on the Niagara frontier. The British troops sent to besige Detroit were now at liberty to concentrate between Lakes Erie and Ontario, and the knowledge that Hull had so ignominiously given up without firing a shot spread indignation among the soldiers of Van Rensselaer. They burned to strike a blow in retrievement of the lost honor of the Army. This only multiplied the difficulties under which Van Rensselaer labored, for he still did not regard his troops ready to advance into Canada, and encounter not only Brock's Niagara forces but the victorious battalions returning from Detroit. While postponing the struggle as long as possible, he redoubled his efforts to prepare his army for it.

During September reinforcements arrived with gratifying rapidity. From Oswego came Major Moseley's battalion of riflemen. A troop of horse from Col. Geo. D. Wickham's regiment of detached cavalry also joined, and the 19th regiment of militia under Col. Bloom arrived and were added to the army. Two thousand Pennsylvania troops were ordered to the Niagara frontier, and three of the newly-raised regular regiments were forwarded at once to Buffalo. They were brigaded under Brig.-Gen. Alexander Smyth, U. S. A., of whom more anon. Thus by the first of October several thousand men were added to the force under Gen. Van Rensselaer.

CHAPTER XIII.

THE FIRST GUN—LIEUT. ELLIOTT—THE LAKE NAVY—CONJOCKETY CREEK NAVY YARD—ELLIOTT'S GALLANT EXPLOIT—DEATH OF MAJ. CUYLER—BOMBARDMENT OF BLACK ROCK—THE AMERICAN ARMY—PROFESSIONAL JEALOUSY—THE BRITISH FORCES—"THE CHARLOTTE TAKEN."

WHILE no general forward movement was attempted at this time, the troops were not inactive. The first gun of the War of 1812 was discharged by some soldiers from one of the river batteries near Black Rock, on August 13th. But as the shot was fired without orders, and struck in the sand on the other side, near an earthwork, doing no damage, both belligerents seem not to have counted that time.

The first real action took place on October 9th and was a courageous and spirited affair.

We have said that the Americans had no ships of war on Lake Erie, while the British already in the summer of 1812 had at least three armed vessels cruising at the lower end of the lake. Commodore Chauncey was in command of the lake department of the Navy, and efforts were making to build and float some warships above the Falls, to operate against the British fleet, which was certain to be augmented by newly-built vessels before long.

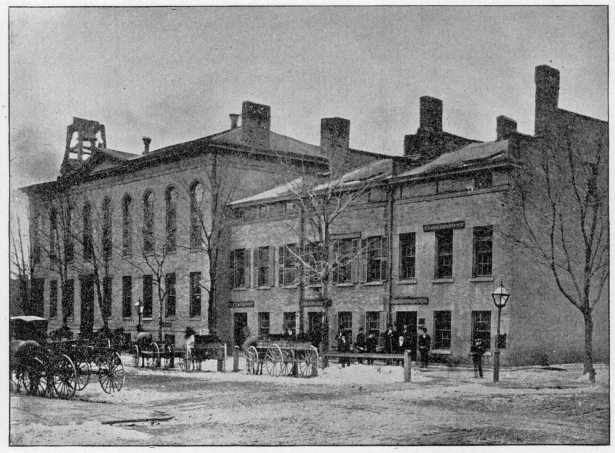
Lieut. Jesse D. Elliott of the Navy was in charge of the little station at Conjockety Creek, where a few sailors had barracks and a battery. Lieut. Elliott was the gallant young officer who afterwards commanded the Niagara in Perry's victorious battle with Commodore Barclay on Lake Erie, and who later succeeded Perry in command of the lake fleet. To Lieut. Elliott's efforts were due the re-building of prizes and construction of new vessels of war at the mouth of Conjockety Creek between Squaw Island and the main shore, and their safe removal to join Perry's fleet at Erie.

These vessels were not without danger from the British guns, even behind Squaw Island. Beside the ordnance at Fort Erie and Waterloo, the brig Adams, six guns, taken by the British and renamed the Detroit, and the Northwestern Company's schooner Caledonia, two guns, had lain at anchor near Fort Erie. With the eye of an old warrior, Farmer's Brother, the Seneca chief, had noted these ships, and he suggested to Lieut. Elliot the possibility of their capture.

Fired by the idea, the young officer sent east to hurry forward a detachment of sailors he was expecting from New-York, and at once made his preparations for cutting out the Adams and Constitution. The naval reinforcements arrived at Black Rock on August 8th, and next day the bold attempt took place.

At one o'clock in the morning Lieut. Elliott set out with three boats, one commanded by Dr. Cyrenius Chapin, who always appeared when anything exciting or dangerous was on foot, one by Sailing-master Watts, who afterwards fought with Perry, and the third under his own orders. The little flotilla was piloted by Capt. James Sloan, a resident of Black Rock until his death in 1868. Beside the seamen, 50 regulars under Capt. Towsen and Lieut. Roach, Second Artillery, and Ensign Prestman of the Infantry went in the boats,

LAFAYETTE SQUARE.



THE OLD CITY BUILDINGS.

with volunteers from Buffalo and Black Rock.

The three boats approached the Adams and Constitution in darkness and silence, and suddenly both vessels were boarded. It was a complete surprise. The resistance was fierce but brief, and in ten minutes the crews were prisoners and the ships under way.

The sentinels at Fort Erie were aroused, however, and the wind being too light to sail against the current, the gallant Elliott, in the Adams, followed by the Caledonia, made down the river. The Caledonia was beached at Black Rock, while the saucy Adams, once more handled by Yankees, anchored about four hundred yards from one of the British batteries, probably opposite Breckinridge Street, and hammered away at the redoubt as long as her ammunition lasted.

It being found impossible to work the Adams across the river, and the fire from the redoubt threatening to sink her, Elliott cut her cable and made sail, but soon brought up ashore on Squaw Island, where she was abandoned.

Early in the morning a detachment from Fort Erie took possession of the stranded Adams, but Lieut.-Col. Winfield Scott drove them out by his artillery fire from the main shore.

The battering which the Adams sustained from both sides so injured her that she could not be made to float. So the ever-ready Chapin brought off one of her guns a few nights after the affair, and Lieut. Watts secured another the next day. Altogether the Adams mounted six long six-pounders. These pieces were placed in the earthworks and were the heaviest mounted up to that time. The Adams was then burnt to the water's edge.

This exploit secured fifty-eight men, including three commissioned officers, and liberated twenty-seven American prisoners, taken at Detroit, who were confined on board the vessels. Elliott's loss was one killed and four wounded. Dr. Chapin, John McComb, John Tower, Thomas Davis, Peter Overstocks, and James Sloan, residents of Buffalo and Black Rock, were complimented in orders for their "soldier and sailor-like conduct."

The Caledonia was a valuable prize, as she was loaded with furs. She afterwards did noble work in Perry's fleet.

The death of Major William Howe Cuyler of Palmyra, principal aide to Gen. Hall, was an incident of this capture which caused a profound sensation. Major Cuyler was riding along the beach at full speed, carrying a lantern, between four and five o'clock in the morning, engaged in procuring relief for the wounded, when he was struck by a round shot and instantly killed. He was buried in Buffalo with public honor., an oration being delivered by J. E. Chaplin, Esq. The affair seems to have created a deep impression upon the community, the *Buffalo Gazette* printing a part of Mr. Chaplin's oration.

The British soon retaliated for the work of Elliott by a vigorous bombardment of Black Rock, on October 13th, lasting the entire day. Several buildings were pierced, among them the residence of Gen. Porter, now occupied by Lewis F. Allen, Esq. A ball passed through one of the huge chimneys and carried away part of the cornice. Terrified inhabitants fled to more distant dwellings, out of the reach of the British guns. One of the marines, a negro, was killed. Our own guns did but little execution in return, being of too light calibre for such long-range practice. A serious loss on our side was a keg of old Kentucky whisky, stored in a building back of Fort Tompkins, and exploded by a British ball!

Although on September 1st he had only 691 men fit for duty, by October 12th Gen. Van Rensselaer's force numbered 5,206.

These were distributed as follows: At Buffalo and Black Rock 386 militia, under Lieut.-Cols. Swift and Hopkins; at Black Rock 1,650 regulars, under Brig.-Gen. Alexander Smyth, second in rank to Gen. Van Rensselaer; at and near Lewiston 588 militia, Brig.-Gen. Miller; 1,682 militia, Brig.-Gen. Wadsworth; 550 regulars, Lieut.-Col. R. Fenwick, and 350 regulars, Lieut.-Col. Christie. Col. Fenwick was in command at Fort Niagara.

Here was a force of over 5,000 men, nearly equally divided between regulars and volunteers, the former slightly predominating, and the latter much better equipped and disciplined than when Gen. Van Rensselaer assumed the command. Opposed to him was Maj.-Gen. Sir Isaac Brock, K. B., commanding all his Majesty's forces in Canada, an army of veteran regulars and well disciplined militia, the latter much superior to our own in equipment.

But many of our regulars were nearly as raw as the militia, being new levies under the recent act of Congress. And the professional contempt for a citizen soldier poisoned Van Rensselaer's authority. His second in command, the vainglorious Smyth, a Virginian, whose pride was rapidly leading him to his fall, made no concealment of this feeling. It was excessively distasteful to most of the regular officers to serve under a militiaman.

Then the cry arose for an immediate advance to the conquest of Canada. Now at that time this would have been perfectly possible, had the American soldiers been as numerous as their civilian critics. For England at the time of the outbreak had no very large force in Canada, and there was a goodly number of Yankees capable of bearing arms. But while the Americans were recruiting their regular ranks with material as raw as their militia, England was landing in Canada battalions whose success on European fields had taught them not to fear the raw levies raised in a half-subdued wilderness.

These facts led Gen. Van Rensselaer very properly to make soldiers of his men before hurling them against veterans. He spent the summer and early fall in strengthening his defenses, drilling and instructing his soldiers, and disposing them to the best advantage.

That curse of all military services, in peace or war—politics—also added to the delicacy and perplexity of the General's position. We cannot here discuss the political questions which agitated the country at that time. But beside their demoralizing influence upon military affairs, the fact that Gen. Van Rensselaer was an aspirant for the office to which Gov. Tompkins sought a re-election, and that one would-be candidate had thus sent the other to the front, did not mend matters.

While the Americans were thus preparing for the struggle, the English were not idle. Gen. Brock strengthened Fort Erie, a work first erected by Col. Bradstreet in 1764, but rebuilt in 1791, and threw up redoubts opposite Breckenridge street, and at Chippewa, Queenstown, and elsewhere.

In addition to their land forces, the British had three war vessels on Lake Erie—the Queen Charlotte, 22 guns; the Hunter, twelve guns, and a small schooner. The Americans at that time had not even a gunboat afloat. Notwithstanding this fact the *Buffalo Gazette* startled its readers one day by an article headed "The Charlotte Taken." But when they read that it was not the British man-o'-war, but Miss Charlotte King, who had been "taken" in marriage by Sergeant Jared Canfield of Capt. McClure's volunteer company, they breathed free again.

Newspapers never indulge in such pleasantries in these more civilized days.

CHAPTER XIV.

"ON TO CANADA"—PREPARATIONS FOR ADVANCE—A BUMPTIOUS BRIGADIER—THE ENEMY'S FORCE—THE BATTLE OF QUEENSTOWN—DEATH OF BROCK—THE TIDE OF BATTLE TURNS—MUTINY—DEFEAT.

UPON the very day when the British were bombarding the little hamlet of Black Rock, a far more serious battle was raging near the other end of the river. This was so closely connected with the fate of Buffalo that it properly belongs in this history. Reference to the map of the frontier will make clear the successive incidents of the Battle of Queenstown.

The clamor for a movement into Canada, and the improvement in the *personnel* and discipline of his own army, at last induced General Van Rensselaer to plan an attack upon the British works across the river. He moreover had received intimations from high authority that such a movement, while not ordered, was expected from him. But even in this attempt to do his duty, petty professional jealousy hampered him.

When Brig.-Gen. Alexander Smyth, U. S. A., assumed command of his brigade at Buffalo, he reported *by letter* to Gen. Van Rensselaer on September 29, 1812. That he should have reported *in person* is shown by his explaining his omission to do so as being caused by "conclusions" he had drawn "as to the interests of the service." This officious brigadier, who had just arrived at Buffalo and had not viewed a mile of the lines north of Tonawanda Creek, then goes on to advise his commander—who had thoroughly inspected the entire frontier of thirty-six miles, and had spent nearly three months in studying the situation—how to proceed!

Gen. Smyth, in this very letter in which he reports his arrival at the front, presumes to declare his opinion that a crossing, if attempted, "should be effected between Fort Erie and Chippewa." He, therefore, deemed it proper "to encamp the U. S. troops near Buffalo, there to prepare for offensive operations."

The reply of Gen. Van Rensselaer was courteous but firm, and creditable to him as a soldier. "Nothing could be more unpleasant to me," he writes on September 30th, "than a difference of opinion as to the *place* of commencing those operations in which our own characters, the fate of the army, and the deepest interests of our country are concerned. But," he adds, "however willing I may be, as a citizen soldier, to surrender my opinion to a professional one, I can only make such surrender to an opinion deliberately formed upon a view of the whole ground."

After announcing that he has formed a thoroughly digested plan of operations, based upon extensive *personal knowledge* of the entire ground, and expressing a sincere regret that the late arrival of regular officers had deprived him of their counsel in forming his plan, Gen. Van Rensselaer continues: "I will not say that *no considerations* shall induce me to change my plans of operations, but to this I cannot yield, without very weighty reasons; conclusions drawn, at least, from an attentive examination of the banks of the Niagara River, and all other circumstances connected with a successful result of the campaign."

To the end that such consultation might be had, Gen. Van Rensselaer concluded his letter with the desire of seeing Gen. Smyth at Lewiston, and said: "Perhaps, after conference and thorough examination of the river and country, your opinion and mine, as to the plans of operations, may coincide."

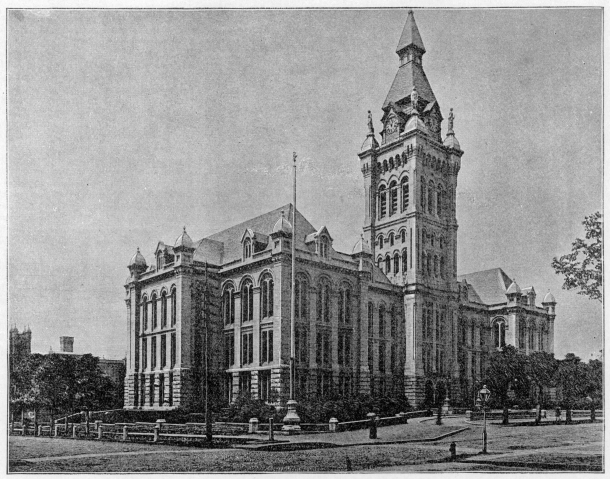
General Smyth took no notice of this invitation except to reply, in a brief letter reporting the arrival of Colonels Wyndham and Parker with their regiments, that "any order I may receive will be obeyed with alacrity."

Finding that his bumptious second in command would not come to headquarters without a definite order, Gen. Van Rensselaer on October 5th requested Gen. Smyth and Gen. Hall to consult and agree upon the earliest day possible when he could "have the pleasure of seeing" them at Fort Niagara, accompanied by their regimental commanders, for consultation. Even then the only answer which the chief appears to have received was one dated October 10th, from Gen. Hall, who wrote: "I saw Gen. Smyth yesterday; he could not tell the day when he would attend at Niagara for the consultation."

Without waiting further Gen. Van Rensselaer on the same day wrote to Gen. Smyth: "In consequence of some intelligence recently received relative to the force of the enemy on the opposite shore I shall this night attack the enemy's batteries on the heights of Queenstown. Should we succeed I shall, to-morrow morning, cross over and entrench. Immediately on receipt of this you will please to give orders to all the United States troops under your command to strike their tents, and march, with every possible dispatch, to this place."

This plan was abandoned after the order was dispatched to Smyth, for reasons which the commander desired to impart personally rather than in writing, and on the next day, October 11th, he again expressed a wish for an interview. On the 12th Gen. Smyth, still at Buffalo despite the order of the 10th, replied that "the badness of the weather and the roads harassed the troops yesterday more than can well be conceived. To-morrow I expect their clothing, and they will wash; next day they might march to the number of 1300 effective men, but imperfectly disciplined."

We have thus entered somewhat at length into the correspondence between Van Rensselaer and Smyth that the reader may, for himself, judge between these two men concerning the event which immediately followed it. The coolness with which the Buffalo commander excuses his failure to hurry to his leader's support is only equalled by his amusing utterances a few weeks later which will be detailed in their proper place.



THE NEW CITY AND COUNTY HALL.

The plan of Gen. Van Rensselaer will easily be understood by consulting the war map. The main camp was at B, whence a road (MM) was cut six miles through a wood to N, at Four Mile Creek, where sixty bateaux lay equipped for service. Thence it was four and a half miles by water to Fort George, under a high bank which would conceal the boats until they turned the Fort Niagara point.

Gen. Van Rensselaer intended to march Gen. Smyth with fifteen hundred regular troops by the new road (MM) to Four Mile Creek, and hold them there ready to embark at a moment's notice. Queenstown was then to be attacked by forces under his own direction, thrown across the river at Lewiston. The sound of this latter engagement would be heard at Fort George, whence troops would be sent to aid in defending Queenstown. As soon as this column should be seen leaving Fort George, Smyth was to be informed by signal from Fort Niagara, embark his force, and proceed by water to the rear of Fort George, which, weakened by the detaching of reinforcements, he was to take by assault with his fifteen hundred regulars.

Information obtained by Van Rensselaer from a spy was to the effect that the force on Queenstown Heights consisted of two companies of regulars and a miscellaneous collection of militia and Indians, and thus was greatly inferior to his own. He has been blamed for not more thoroughly informing himself. But the accounts of English writers confirm that of the spy and vindicate Van Rensselaer. The British force consisted of the two flank companies of the 49th Regiment, under Captains Dennis and Williams, and such militia and Indians as the neighborhood afforded, which could not have been very great. General Brock was at Fort George before the engagement began, but repaired to Queenstown as will be related.

It is thus apparent that the plan of attack offered every reason to expect a handsome victory.

But Gen. Smyth did not come headquarters to consider this plan, as desired. Still, urged by the open demands of his men, which were sure to lay him under the stigma of cowardice, or worse, if he longer delayed, and knowing the smallness of the force opposed to him, he made his first attempt on the 11th, as detailed in his correspondence with Gen. Van Rensselaer already given.

The failure on the 11th was caused by a blunder of Lieut. Sims, charged with bringing up the boats for the assaulting party at Lewiston. He placed nearly all the oars for the flotilla in the front boat, and then missing the Lewiston landing-place in the darkness, passed far up the river, where he unaccountably fastened his boat to the shore and left her, thus paralyzing the entire expedition then waiting to cross and assault the heights. They stood ready in the darkness, drenched by a heavy northeast storm which raged for twenty-eight hours, deluging the camp.

So mortified were the troops at this miscarriage, that, still smarting under the universal disgrace of Hull's surrender, they threatened, if not at once led against the foe, to throw down their arms and return to their homes. Thereupon Van Rensselaer determined to repeat his attempt without waiting for the aid and counsel which Smyth at Buffalo still persisted in withholding. He decided to assault the heights on the very next night, and at once made his preparations, ordering forward a brigade from the Falls.

Lieut.-Col. Christie had arrived from Four-mile Creek with some three hundred men and begged to participate in the movement. At seven in the evening Lieut-Col. Stranahan of regiment moved from Niagara Falls; Mead's followed at eight, and Lieut.-Col. Bloom's at nine, from the same place. All were in camp in ample season.

The arrangements were quickly made. The embarkation at Lewiston was ordered to take place at three o'clock on the morning of October 13th, in the following order: Col. Van Rensselaer, the General's aide, with 300 militia; Lieut.-Col. Christie with 300 regulars; the whole under Col. Van Rensselaer's command. Lieut.-Col. Fenwick and Maj. Mullany were to follow with 550 regular troops and several pieces of light artillery, as soon as the heights were carried, and land at Queenstown village under direction of Gen. Van Rensselaer himself.

Col. Van Rensselaer had examined the bearings of the heavy battery at C, on the mountains, and that of one gun at L, below Queenstown, and saw that by crossing near the gorge he should in great measure escape the range of the enemy's shot. He accordingly selected O as the point from which to make his traverse.

The attacking party was formed in good season, and marched off. But in descending a narrow path, dug to the river's edge, the regulars got possession of it to the exclusion of the militia, and instead of a simultaneous embarkation, the regulars entered their boats first and Maj. Morrison followed with the militia.

Col. Van Rensselaer crossed at O and landed on a narrow beach beneath a steep 40-foot bank. But unfortunately three of the boats that set off with him bearing Col. Christie, Capt. Lawrence, and a subaltern, with seventy-five of the detachment, returned without orders. This not only weakened the assaulting party, but greatly demoralized the embarking militia. They argued that if regulars could not cross the river, it surely could not be expected of citizen-soldiers.

Upon hearing the oars of Col. Van Rensselaer's boats, the enemy opened a heavy fire from the top of the bank. In spite of it, a landing was made with 225 men and the bank carried with the bayonet. But not without serious losses. Ensign Morris was killed, and Captains John E. Wool, Malcolm, and Armstrong wounded, Col. Van Rensselaer being peculiarly unfortunate. A shot passed through his hip, two lodged in his thigh, two in the leg, and one contused his heel. He managed to keep his feet, concealing his condition from the men by means of a military cloak.

Col. Van Rensselaer would now have entrusted the command to Col. Christie of the regulars had he not retreated before landing. As it was he turned it over to Capt. Wool, whose wounds were not serious, and who led the party up a steep fishermen's path, deemed impassable, and hence unguarded by the enemy. As the detachment filed off Col. Van Rensselaer fell to the ground exhausted.

Wool's party reached the height partly in rear of the battery and fronting the village. But the cannonading had brought Gen. Brock and his aides at full gallop from Fort George, and Capt. Wool encountered two companies of the 49th Regiment and a few Canadian militia marching under Brock to turn his left flank. He at once sent 150 men to gain the heights above the Queenstown battery and hold Brock in check, but they retreated. Although reinforced by Capt. Wool, the Americans were driven back to the edge of the bank. Here a stand was made, but some of the American officers preparing to wave a white flag, Wool snatched it from them, ordered a charge, and gallantly drove the enemy to the verge of the heights. Here Col. McDonald, Gen. Brock's principal aide, was mortally wounded, and a few minutes later his chief was shot dead in the upper part of the village.

Capt. Wool now formed his troops in line on the heights fronting the village and sent out flanking parties to assist in completing his work. It was now three o'clock in the afternoon. About this time Col. Christie appeared, and despite his failure of the early morning, assumed command, directing Wool to cross the river and have his wounds dressed. The flanking parties were driven in by the Indians, but Gen. Wadsworth's reinforcements now arriving, after a short skirmish the British were in full retreat.

The enemy fled in confusion and the victory seemed won. All worked as Gen. Van Rensselaer had hoped. He had kept up a heavy fire from across the river, silencing all the enemy's guns on the river-bank and in Queenstown except one piece too far down the river to either do or receive damage. Then a number of his boats crossed, under Gen. Wadsworth, Van Rensselaer accompanying them, and the troops were landed and deployed through the town.

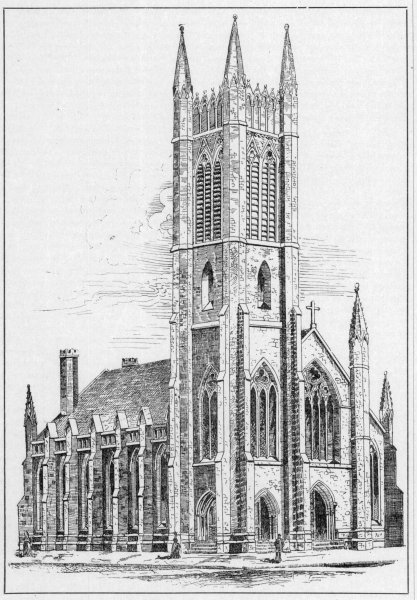
Seeing the flight of the foe, and being now sure that the day was ours, Van Rensselaer directed Lieut. Totten of the Engineers to prepare to fortify the town. Then perceiving that the remainder of his troops were slow in embarking to cross, the General recrossed the river, when he found, to his astonishment, the whole force utterly demoralized. The return of Christie's regulars and the distant view of the fighting had turned these militiamen who had demanded battle into a mob of men who loudly claimed that it was unconstitutional to send them out of the country without their consent.

Every appeal was vain, though Col. Bloom, who had been wounded and returned with Van Rensselaer, rode through the camp, aided by Judge Peck, threatening and imploring by turns. The recalcitrant militia would not budge.

To add to his chagrin, Van Rensselaer now saw what he had once hoped for, the garrison of Fort George marching to the aid of their already beaten comrades on the heights. With the force now in mutiny he could have crossed and either routed the reinforcements or fallen upon Fort George, left with only a meager guard, and thus completed his victory and wiped out the disgrace of Hull. Neither was now possible, and the unsupported and exhausted troops on the heights were called upon to face the fresh soldiers from Fort George.

Abandoning the hopeless task of reanimating his super-constitutional troops on this side, Van Rensselaer returned to Queenstown. The reinforcements from Fort George, by a long detour (q q q on the map), gained the heights without fighting, and finding further resistance useless, Van Rensselaer ordered a retreat. But panic had seized the boatmen at the landing and many of the bateaux were dispersed, leaving an utterly inadequate means of escape. Soldiers flung themselves over

THE BOARD OF TRADE AND MERCHANTS' EXCHANGE.



ST. JOHN'S CHURCH.

the bank and clung to the bushes to save themselves from the Indians whom they had repulsed but a short time before. Others were dashed to death on the rocks below. A small number gained the boats and escaped to this side; the rest being either killed or captured.

Col. Van Rensselaer was removed to Landon's Tavern, in Buffalo, where he lay suffering from his wounds for four weeks. At the end of that time, being well enough to travel, he took his departure, amid the salutes of Dr. Chapin's "Independent Buffalo Matross," Capt. Babcock's Light Dragoons, Capt. Allison's Pennsylvania Volunteers, and a rifle company under Lieut. Smith. The Colonel seems to have carried away with him the respect and admiration of the citizens and the loyalty of the army. His six wounds at Queenstown were not his first experiences of the kind. He was desperately wounded through the lungs in the Revolutionary War, where he had served with gallantry and distinction.

CHAPTER XV.

REMOVAL OF VAN RENSSELAER — POETIC INJUSTICE — BRIG.-GEN. SMYTH — NAPOLEONIC PROCLAMATIONS — A GALLANT ADVANCE — A FARCICAL FAILURE — A DUEL — EXIT SMYTH — A RIOT IN BUFFALO — SACKING A TAVERN — ARTILLERY IN THE STREETS — THE MOB DISPERSED — AN EPIDEMIC — THE GRAVE IN THE PARK MEADOW.

The disaster at Queenstown of course caused the removal of Gen. Van Rensselaer. The penalties of military failure are only equaled by the rewards of success. Poetic injustice was done by the elevation of Gen. Smyth to the command.

This officer was a member of the Virginia Legislature in 1808, when he resigned his seat to accept the colonelcy of a regiment of rifles in the regular army. In July, 1812, he was made a brigadier. We have already witnessed his advent on this frontier.

On November 12th Gen. Smyth issued a flaming address to the "Men of New-York," dated at his "Camp near Buffalo," calling upon them to flock to his standard and announcing that in a few days he would plant the American flag in Canada. Of his men he said: "They are men accustomed to obedience, silence, and steadiness. They will conquer or they will die."

As will be seen, the most of them did neither.

"Advance to our aid," he continued. "I will wait for you a few days. I cannot give you the day of my departure; but come on; come in companies, half companies, by pairs or singly. I will organize you for a short tour. Ride to this place [Buffalo] if the distance is far, and send back your horses; but remember that every man who accompanies us places himself under my command and shall submit to the salutary restraints of discipline."

Smyth further was guilty of excessively bad taste in sharply criticising his predecessor for the failure at Queenstown, classing him with Hull as "popular men, but destitute alike of theory and experience in the art of war."

On the 17th appeared another manifesto, addressed "to the soldiers of the Army of the Center." It began thus: "The time has come when you are to cross the stream of the Niagara to conquer Canada—a country that is to be one of the United States," and closed with this sanguinary flight: "Come on, my heroes; and when you attack the enemy's batteries, let the rallying word be—'the cannon we lost at Detroit, or Death!'"

A good many heroes, and a fair proportion of others, answered this call and "came on." Some four hundred New-York volunteers joined, and Peter B. Porter was appointed to their command. Dr. Cyrenius Chapin here began his first regular service in the army, being commissioned a major, with Samuel Pratt as adjutant and J. E. Chaplin quartermaster. Two companies of the "Silver Greys" came to the front, and two thousand of the long-expected Pennsylvania troops put in an appearance.

Gen. Smyth now resolved to try his pet plan of a descent upon Canada above the Falls. Being ordered, he says, to invade the Dominion with 3,000 troops, he would show that he was right and Van Rensselaer wrong in their difference of opinion a month earlier. He had over 3,500 men collected at Buffalo and Black Rock, with boats enough to convey at least 3,000 across the river. His plan was a good one (which did not prove Van Rensselaer s to have been bad), and there was no visible reason to doubt its success.

The orders for the grand movement were issued on November 27th. The troops were to embark at Conjockety Creek, where they were concentrated for the purpose.

At three o'clock on the morning of the 18th two advance detachments crossed the river. The first, under Lieut.-Col. Boerstler, was to capture a guard and destroy the bridge over Frenchman's Creek, five miles below Fort Erie. The second, under Capt. King, accompanied by Lieut. Angus and 50 or 60 seamen, was to take and spike the enemy's cannon opposite Black Rock. The way thus cleared, Gen. Smyth was to follow with the main body and complete the work.

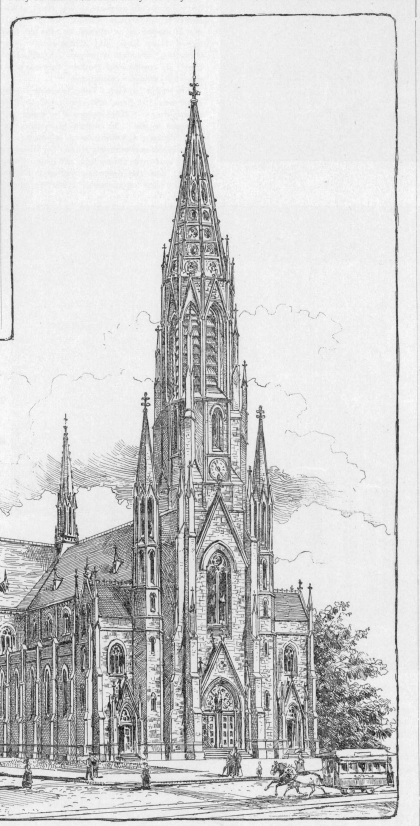
Boerstler landed his men near Frenchman's Creek and dispersed the British guard. But a prisoner told him that a heavy force was then in full march to oppose him, and he at once returned to the American side without either destroying the bridge or cooperating with the other attacking party.

Only four of King's boats succeeded in reaching their destination in the darkness. They contained about seventy infantrymen and Angus's blue-jackets, and behaved with the utmost gallantry.

Led by Angus, the sailors, armed with pikes and cutlasses, attacked the "Red House" as it was called, held by the enemy. After a desperate struggle the defenders were dispersed, and two field-pieces were spiked and thrown into the river. This brilliant feat cost Angus nine out of twelve officers and 22 seamen in killed and wounded.

Meanwhile King with his soldiers had attacked and carried two batteries, spiking the guns and capturing 34 prisoners. They now returned to the river, but found no boats. Angus had arrived there first, and believing that King had already recrossed, put off with all his men and prisoners. King found two boats in which he sent over his prisoners and half his men, about 30 remaining with him to await the arrival of the army under Gen. Smyth, which he must have expected by this time.

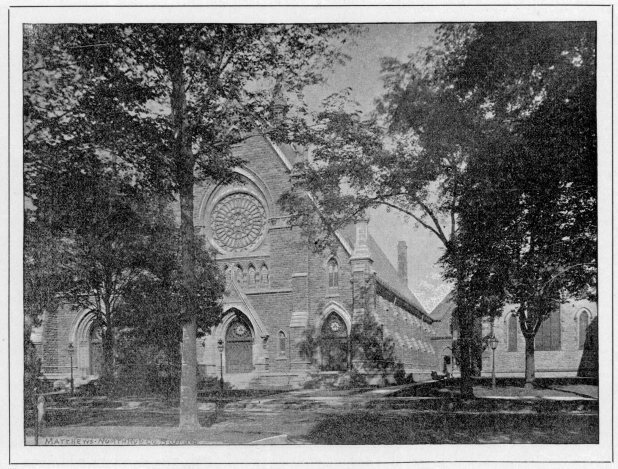
The successive return of Boerstler and



ST. LOUIS'S CHURCH.

ST. PAUL'S CATHEDRAL-CHURCH.

ST. JOSEPH'S CATHEDRAL.



TRINITY CHURCH.

Angus without King alarmed Col. Winder, who crossed about dawn with 250 men to his succor. Winder landed, but encountered a detachment of the enemy at the water's edge, and was forced to return, after a brief engagement, with six killed and 19 wounded.

Although Smyth had ordered the advance of the main body at reveille, he was still in bed when the firing began, trusting to subordinates to get the troops embarked, Col. Peter B. Porter and Major Chapin exerted themselves to the utmost, but by the time the tardy commander appeared at the Navy-yard only a few boats were loaded. Some still lay on the bank half-full of ice and water from high water the day before. Porter and Chapin, with 30 men, went nearly a mile down the river and brought up the five boats used by Boerstler, which they filled with soldiers.

But it was one o'clock in the afternoon before the first bateau got under way. "Then the boats moved up the stream to Black Rock without loss"! Thus Gen. Smyth!

The next feat was to disembark and dine! Smyth now called a council of war as to the advisability of crossing at all. It is no wonder that under such a commander and with the enemy thoroughly roused by the unsupported expedition of the early morning, the officers voted against crossing. After sending a demand to the British commander to surrender, the troops were ordered back to their quarters late in the afternoon, disgusted and angry.

With fully 2,000 men of his own, Smyth never claimed to have discovered a force of more than one-quarter that number on the other side of the river. Yet he neutralized the gallant efforts of King and Angus, and sacrificed the former and his men, who of course were taken prisoners, without making the slightest effort to follow them up promptly.

Yet with a new sun a new proclamation blazed forth. "To-morrow, at eight o'clock," Smyth declared, "all the corps will be at the Navy-yard, ready to embark. The General will be on board. Neither rain, snow, nor frost will prevent the embarkation. The music will play martial airs. Yankee Doodle will be the signal to get under way. The landing will be made in spite of cannon. Hearts of war! to-morrow will be memorable in the annals of the United States!"

It was.

But the enemy had by this time repossessed himself of his earthworks and had remounted his guns. Gen. Porter remonstrated against the movement as planned, got it postponed for another day, and it was resolved to cross by night and land at a point about five miles below. It was then Smyth's intention to take Chippewa and proceed on his conquering way to Queenstown.

For this expedition rations were ordered to be distributed. It was then discovered that the quartermaster had less than four days' rations for 2,500 men! However, the intrepid Smyth determined to proceed notwithstanding.

The embarkation commenced at three o'clock a. m. on Tuesday, December 1st, some 1,500 men again filling the boats. Gen. Porter was to lead and direct the landing. In the leading boats were Majors Chapin and McComb, Capt. Mills, Adjt. Chase, Quartermaster Chaplin, and some 25 volunteers from Buffalo under Lieut. Haynes.

But again there was delay, this time the regulars causing it, and it was daylight before the flotilla was ready to get off. Then Smyth called another council of war to decided whether Canada should be invaded at all that season. A unanimous vote of "no" ended the campaign. The soldiers were ordered ashore. Most of the volunteers and militia went home and the regulars were put into winter quarters, and the inglorious campaign was at an end.

Amid curses against Smyth and the whole service, the enraged command broke up. Four thousand men fired their muskets in the air in token of contempt, and dispersed to their homes.

Smyth was lampooned in the papers and his proclamations were parodied in doggerel rhyme. Gen. Porter denounced him as a coward in the *Buffalo Gazette*. Smyth promptly challenged him. Col. Winder acted as Smyth's second and Porter was seconded by Lieut. Angus. The party repaired to the head of Grand Island on the afternoon of December 14th and exchanged harmless shots and verbal courtesies, and the affair ended without bloodshed on either side.

Gen. Smyth took a leave of absence on December 22d, and retired to his home in Virginia, leaving the remaining forces in command of Col. Moses Porter of the United States Artillery, an officer of 36 years' experience, whose headquarters were at barracks on what was known as Flint Hill—the limestone ridge near the entrance to Forest Lawn cemetery. During the winter session of Congress the Staff of the Army was reorganized by an Act, and Smyth found himself legislated out of office. He petitioned for redress, but did not get it. He was afterward sent to Congress himself, and became celebrated for his long-winded speeches. On one occasion, after most of the Representatives had left the hall as usual during his remarks, he exclaimed, "Gentlemen can retire if they please; I do not wish them to hear me unless they choose; I do not speak to the members on this floor merely, but to posterity." An old member sitting resignedly in his seat replied: "Go on, sir, go on, your audience will be here before you get through."

Although the village of Buffalo did not figure extensively in the campaign of 1812, it was treated to all the accompaniments of war. The alarms incident to the operations we have been describing greatly unsettled business, although the high prices of most kinds of produce contributed to the prosperity of the merchants. Most of the supplies for the army were obtained through Buffalo dealers.

Beside these benefits, the little village shared in the distress and alarm which war always produces. Rumors of all kinds were afloat. The bombardment of Black Rock caused some to flee in consternation. Wounded men were brought to the village for better care. As the weather grew cold and the insufficient tents of the soldiers became uncomfortable sleeping-places, the villagers shared their little houses with the military.

Many heads of families too were in the army, and brothers and sons as well. The daily life of Buffalo was a strange mixture of the occupations of peace and the excitements of war.

Many incidents of that troublous time might be related did space permit. Only one will be given, which will do as a specimen of the turbulent life of the times.

Ralph M. Pomeroy, who kept tavern at the corner of Main and Seneca streets, was an athletic, resolute man, of very plain speech. He had had several difficulties with the soldiers, it is said. Among the Federal volunteers under Smyth were six companies commanded by Lieut.-Col. F. McClure, including two or three called "Irish Greens" from Albany and New-York, and one of "Baltimore Blues." They were a rough lot of men, and the latter company were said to have left Baltimore amid the fervent rejoicings of the citizens to whom its members had been a terror.

One day a dispute arose between Landlord Pomeroy and the captain of one of the Albany companies, during which the officer drove the Boniface down stairs with his sword. Pomeroy expressed a somewhat profane wish that the British might kill the entire crowd.

The soldiers present went to their camp and returned down Main Street with a mingled mob of "Greens" and "Blues." The guests at Pomeroy's were at dinner, among them Col. McClure, battalion commander of the riotous soldiers. The crash of a window and the landing of an ax upon the dinner table were the first warnings the diners received of the bursting storm. They sprang up just as the mob rushed in, and made their escape to the sound of reinforcements, swearing vengeance against Porter and his men.

The veteran moved his field-piece to the junction of Main and Niagara streets to await their coming. But they evidently had had enough, and did not return. Discipline must have been pretty lax at that time, for not a man was punished.

Pomeroy remained at the Seneca village for a few days and then formally closed his crashing furniture and smashing windows. Provisions were devoured and liquors drunk by wholesale. In short, the hotel was sacked.

Col. McClure rushed to the stable, flung himself upon his horse, and actually rode through the house, ordering his men to disperse, but without the slightest effect. He then ordered out two Carlisle and Gettysburg companies and marched them to the scene. But though they did not join the riot they refused to interfere.

By this time Pomeroy had concealed himself in the barn, his family had fled, and an invalid sister-in-law had been carried on her bed to a neighbor's house. The riot grew fast and furious as the liquor did its work. Beds were piled up in the second story and fired. But "Hank Johnson," a white companion of the Cattaraugus Indians, mounted a ladder to a window, and was about to clamber in when some rioters snatched away the ladder, leaving Hank clinging by his hands to the sill. He managed to enter, however, and threw the burning furniture into the street.

The riot was now in full swing. Seeing Mr. Abel P. Grosvenor, who somewhat resembled Pomeroy, passing along the street, the maddened soldiers raised a cry of "Kill the damned Tory," and rushed toward him. Mr. Grosvenor ran down Main Street till he fell, and it was only as they were about to execute their threat that the mob discovered their mistake.

The "Federal printing office," as the rioters called the *Buffalo Gazette* establishment, was the next object of their drunken vengeance. The *Gazette* had freely criticised the campaign of 1812, and had been the vehicle for the still freer criticisms of Porter and Chapin. Yet why these particular soldiers hated it does not appear. Editor Salisbury had a narrow escape, however, for had not the mob been checked at this juncture the *Gazette* office would have been gutted, and a work of general destruction would have followed.

But by this time the town was fully alarmed and the veteran Col. Moses Porter promptly took a hand. He issued from his camp on Flint Hill at the head of a section of artillery and moved down Main Street at the double-quick. Arrived within point-blank range of the hotel, where many rioters still held their orgies, Col. Porter loaded and aimed his piece, and while the cannoneer stood with his match burning, sent a lieutenant with a platoon of artillerists to clear the house with their sabers. There was a desperate resistance, rioters clinging to the window-frames and having their fingers chopped off by the sabers of the artillerists.

Finally the mob rushed to their camp for tavern for the winter. The *Gazette* preserved a discreet silence concerning this sensational piece of news, its only reference to the riot being Pomeroy's notice on December 15th that he shuts up his house "in consequence of transactions too well known to need mentioning."

The disasters of 1812 closed with a mid-winter epidemic which carried off many soldiers and citizens. Some 200 of the troops in the Flint Hill barracks died, and were hastily buried on the ridge, where there was not more than 18 inches depth of soil. In the spring they were removed to a spot on the line between the farms of Dr. Daniel Chapin (a bitter professional rival of Dr. Cyrenius) and Capt. Rowland Cotton, who jointly gave the ground, and there interred in one long grave. Dr. Daniel Chapin planted two young willows, one at each end of this grave. These trees are now conspicuous objects on what is now known as the Park Meadow, and there, in one of Buffalo's most sightly places, sleep that battalion of soldiers of 1812 with nought but the aged willows to mark the spot. A few huge boulders, rolled together while clearing up the land, rest upon the grave. Will not some hand, as kind as that of Old Mortality, cut upon one of those rough native rocks some brief record of those who sleep beneath?

CHAPTER XVI.

CAMPAIGN OF 1813 — A HANDSOME YOUNG COMMODORE — JUSTICE TO CONJOCKETY CREEK — FALL OF YORK — CAPTURE OF FORT GEORGE—EVACUATION OF FORT ERIE—DR. CHAPIN AND HIS RANGERS—CAPTURED — A GALLANT ESCAPE — THE INDIANS ENLIST—NAVAL OPERATIONS AT BUFFALO — TRANSPORTING ORDNANCE — THE BATTLE OF BLACK ROCK.

The lesson of 1812 was heeded. The winter months, during which no military operations took place on either side, were employed in working needed reforms in the American Army, and in preparing to float an adequate Navy upon the lakes.

Early in March a handsome young man of twenty-six, with a quick eye and curling

hair, attracted the notice of the citizens of Buffalo. He wore the uniform of a Captain in the American Navy, and the gossipy little village soon knew that the stranger was Captain Oliver Hazard Perry, sent hither to superintend the construction of a fleet, of which he was to be the Commodore.

Though many who saw the ruddy and joyish Commodore in Buffalo, and watched his departure for Erie, may have doubted the wisdom of charging such a youth with so grave a responsibility, a few months served to turn all doubters into enthusiastic admirers of the immortal Perry, and to make the last words of Lawrence, which he emblazoned on his flag—"Don't give up the ship"—a watchword of victory in the American Navy.

Erie, because of its somewhat secure harbor, was selected as naval head-quarters. During the winter a number of merchant vessels had been bought to be transformed into men-of-war, and the keels of new ships were laid. Conjockety Creek was only second to Erie in these important proceedings. Five vessels were fitted out there, under Elliott, and Perry became a familiar figure in Buffalo during his frequent visits to the little navy-yard.

The Conjockety, now hemmed in and befouled by factories, has utterly lost its primeval appearance. Neither Perry nor Elliott could recognize a single rod of it to-day. It is hardly noticed by the millions who cross it near the old navy-yard on the Belt-line trains, or by the tourists on their way from Buffalo to the Falls. It is as nothing compared with the harbor of Buffalo. Yet in Perry's time Buffalo Creek was a useless and scarce-noticed stream, while the now despised Conjockety was one of the most important naval stations on the lakes. Indeed Lieut. Elliott made every effort to secure for it the favor shown to Erie harbor, and stoutly maintained that Conjockety Creek was superior to Presque Isle for a navy-yard, having no bar and being sheltered behind Squaw Island. But the modest stream was contented with second place, and filled it to the satisfaction of all concerned.

The campaign of 1813 opened auspiciously. Gen. Dearborn continued to command the whole northern frontier, and on April 17th Maj-Gen. Lewis and Brig.-Gen. Boyd arrived at Buffalo and entered upon the duties of their respective ranks.

An expedition from Sackett's Harbor under Gen. Dearborn and Commodore Chauncey caused the fall of York (now Toronto). This left the British forces on this frontier without support. Chauncey's fleet appeared off Fort George about May 37th, and the garrison at once evacuated it, retreating toward the head of Lake Ontario. The Americans under Gen. Lewis promptly crossed and occupied the fort. Maj. Chapin, now a lieutenant-colonel by brevet, accompanied the General as a volunteer aide, and it is not surprising to read in the *Buffalo Gazette* that "Dr. C. Chapin of this village was in the vanguard."

On the same day the commandant of Fort Erie, by order, bombarded Black Rock until the next morning, when he burst his guns, blew up his magazine, destroyed his stores, and dismissed his men, who were all militia. Lieut.-Col. Preston, commanding at Black Rock, instantly crossed and took possession.

When planning his descent upon Fort George Commodore Chauncey had offered Perry the leadership of the seamen and marines. Eagerly accepting this chance of active service, the young Commodore left Erie suddenly on May 23d in a four-oared boat. After many discomforts and dangers Fort Schlosser was reached on the third day. No conveyance was to be had, and there was no time to lose. Capt. Dobbins, who accompanied Perry, found an old Canadian pony and a dilapidated saddle with a rope girth. Upon this sorry-looking Rosinante Perry mounted in full naval uniform, and made what speed was in the beast for Niagara. It was a comical sight, this full-rigged epauleted Commodore thus mounted and urging his Quixotic steed through the wilds of the Niagara. But he arrived in time, and the first laurels of Oliver H. Perry were won at the fall of Fort George.

Thus before the end of May both flanks of the enemy's line on this frontier fell into our hands without the firing of a gun.

But our forces were inadequate to following up this splendid advantage. The weak policy of depending upon volunteer militia embodied for a few weeks only, instead of upon a regular force like the old Continental Army, caused failure when success was already in our grasp. A volunteer of 1812 who stayed with the army three months was a hardy veteran to those about him.

But Col. Chapin did not partake of the general apathy. He bestirred himself, and if he sometimes erred in judgment, his zeal never cooled for an instant. He was happiest in the turmoil of border warfare.

In June the valiant doctor organized a troop of mounted riflemen and scoured the country across the river for scattered bands of the enemy. He penetrated to Fort George, and seems to have animated the garrison with something of his own spirit. On the 23d a considerable force started up the river from that point. It consisted of 400 or 500 regular infantry, 20 regular dragoons, and Col. Chapin's company of 44 mounted riflemen, the whole under Lieut.-Col. Boerstler. The next day when nine miles west of Queenstown, at a place called Beaver Dams, the detachment was attacked by a force of British and Indians, and after a skirmish the enemy sent in a flag. On the mere assertion of the bearer that the enemy's force was double his own Col. Boerstler surrendered his whole command.

Chapin's disgust may be imagined. He and his riflemen were taken to the head of the lake (Hamilton), whence with two officers and 26 privates, under a guard of 15 men and a lieutenant, he was started for Kingston in two boats.

But the colonel with characteristic spirit, having managed to arrange a signal with his men, gave it at a favorable moment. The prisoners overpowered the guard, and the doughty doctor brought his party safely to Fort George and turned over his 16 prisoners to the commandant.

The Indians, as we have seen, had taken no part in the campaign of 1812. But now Gen. Boyd invited them to come to his camp. Three or four hundred responded, led by Farmer's Brother. On their arrival they were not asked to go to war, but to endeavor to induce the Mohawks in Canada to withdraw from the British service. This somewhat disgusted the more warlike of Farmer's Brother's party, though this was the policy which Red Jacket most strongly advocated. The attempt was made, however, and failed. The Mohawks would not abandon the British cause. In the early part of July, however, a skirmish took place near Fort George, in which a lieutenant and ten men were captured and disappeared forever. It was believed that they were slain by the savages.

This decided Gen. Boyd to accept the services of the Six Nations. Between four and five hundred warriors thereafter served the Americans during the war.

Nearly all the ordnance for the new ships at Erie had to be brought from Buffalo—a heavy task with roads as they then were, and with lake transports in constant danger from the British fleet. By the 7th of April but a single 12-pounder and three chests of muskets had been forwarded from Buffalo.

Sailing-master Daniel Dobbins, Perry's right-hand man at Erie, father of our well-known Buffalo mariner, Capt. D. P. Dobbins, was charged with getting the ordnance from Black Rock to Erie. A sample trip will show the nature of his task.

Having to forward two long 32-pound guns, weighing some 3,600 pounds each, the only craft Capt. Dobbins could find for the purpose was an old "Derham boat" so-called, which had been used to carry salt from Schlosser to Fort Erie. He placed timbers lengthwise in her bottom and got the guns safely in position upon them, together with some naval stores.

The boat was then towed up the river to the lake, and Capt. Dobbins hugged the American shore to avoid the British fleet, only daring to spread his sail at night. A northwest gale nearly drove him on the beach off Cattaraugus Creek in the night, but by using two planks for leeboards he succeeded in making an offing. Here the great steering-oar unshipped, and the boat fell off into the trough of the sea. The heavy rolling carried away the step of the mast before Capt. Dobbins could get his sail down.

After repairing damages and making sail once more it was found that the boat was leaking badly, and with the weight of the heavy guns was likely to founder. The undaunted captain therefore passed a long rope round and round the straining vessel, from stem to stern, heaving the turns taut with a gunner's handspike. By dint of incessant bailing she at last made Erie harbor, with two of the enemy's cruisers in plain sight in the offing.

Without resting twenty-four hours on his Fort George laurels, Perry hastened to Buffalo. The retreat of a large part of the British forces from the frontier made a favorable opportunity for getting his fleet from the Conjockety to the lake with less danger from batteries across the river. Guns in the Sailors' Battery, and others, were dismounted and got on board, and the naval stores taken in. The little navy-yard was a scene of warlike industry which must have furnished Buffalonians with endless amusement and plenty of food for conversation.

On June 6th the task of tracking the vessels up the rapids began. Beside ox-teams and sailors, two hundred soldiers under Captains Brevoort and Youngs tugged at the tow-lines. It took a week to get the five ships to their anchorage, and on the morning of the 13th the last vessel dropped her anchor above the rapids. Viewed from Black Rock and Buffalo it was a stirring sight. And what a strking contrast to the picture at the beginning of this history, when French sailors towed the little Griffin over exactly the same ground.

The ships in this fleet thus setting out from Conjockety Creek were as follows: Brig Caledonia (prize) two long 24-pounders and one long 12-pounder; Schooner Somers (formerly Catherine), two long 18-pounders; Sloop Trippe (formerly Contractor), one long 24-pounder; Schooner Ohio, one long 24-pounder; Schooner Amelia, one long 24-pounder. The Caledonia was made the flagship for the time, and on her Commodore Perry hoisted his first pennant in full sight of Buffalo. Mr. Dobbins commanded the Ohio; the rest of the commanders were ordered from Erie.

On the evening of the 15th the fleet sailed for Erie, but were driven back next day by a gale. Again they got off, and with their disappearance up the lake their immediate connection with Buffalo ceases.

We now come to an exciting episode which was only second to the disaster which laid Buffalo in ashes.

On July 10th Judge Granger, living on his farm beyond Cold Spring, received positive information of an intended assault by the British on Black Rock. He called upon his friends the Senecas for a guard, and 37 of them under Farmer's Brother arrived at his house that night, it being Saturday. As all were not armed, the judge procured guns and ammunition from Buffalo.

The British fitted out their expedition at Lundy's Lane, their headquarters. It was commanded by Lieut.-Col. Bishop, a brave officer, the same to whom Col. Boerstler had surrendered at Beaver Dams. He had under him a detachment of the 41st Regiment of the British Army and some Canadian militia commanded by a Col. Clark.

The force embarked at Chippewa, and after rowing several hours in the darkness landed just after daylight a mile below Conjockety Creek. There was a single sentinel at the draw-bridge, who, when he saw the red-coats, flung away his musket and started through the woods for Williamsville. The British column silently passed the sleeping garrison in the barracks, or block-house, whom the frightened sentinel had failed to awaken by not discharging his piece, and approached the encampment of Maj. Adams. The soldiers had evidently received the alarm, for they fled without even spiking their single field-piece.

A detachment of the invaders now visited the house of Gen. Peter B. Porter, the pleasant old mansion where the venerable Lewis F. Allen now lives, on Niagara Street, just below Ferry. The General was in bed, but was roused by a servant, and found barely time to mount his horse and fly, some say clad in a single garment. He first made towards Adams's encampment, but finding that line of retreat cut off, turned back toward Buffalo.

The British now evidently thought all resistance ended. They burned the barracks and block-house, spiked the heavy guns in the battery, and carried off the field-pieces. Several citizens of Black Rock were taken to Canada as prisoners, while the officers coolly ordered breakfast, and sat down in General Porter's dining-room to enjoy it. While eating they could see their reinforcements coming across the river in boats, and felt the fullest confidence that they had won a victory.

But the alarm had reached Buffalo, and Gen. Porter met Captain Cummings with some regulars marching out Niagara Street. While hastily buckling on the equipments and mounting the horse of a dragoon, Gen. Porter directed the captain to pause in an open field near the site of the present reservoir and await reinforcements. He then dashed on to Buffalo to hurry them forward.

In the village all was confusion, women and children in terror, men with arms in their hands but doubtful what to do. Assured by the General that there was a chance of success, a half-hundred volunteers fell in under Capt. Bull, and marched to join Cummings. About a hundred of the panic-stricken militia were held together by their adjutant, Lieut. Phineas Staunton, who, the major being sick, was charged with their command. Having retreated up the beach a short distance, he left it and took post near Niagara Street. Maj. King of the Army, having seen the flight of the militia from Black Rock, hurried through the woods to Judge Granger's, whence the alarm spread among the few residents in Buffalo Plains.

Farmer's Brother aroused his warriors, made them a short speech, and then hastened at their head, reckless of his eighty years, to reinforce his friend Co-na-shu-stah—Gen. Porter. Some thirty volunteers from Cold Spring and the Plains gathered under Capt. William Hull's leadership, and altogether Gen. Porter, while the British officers were enjoying his viands, had mustered about 300 fighting men to give them a still warmer greeting.

Gen. Porter formed his line with the regulars and Captain Bull's Buffalo volunteers in the center, Capt. Hull's men and the Indians on the right, and the Genesee militia under Staunton on the left. A eight o'clock the command was given to march. Just then Maj. King arrived from Judge Granger's and claimed the command of the regulars. A slight delay of the center followed, the wings hurrying forward to the attack.

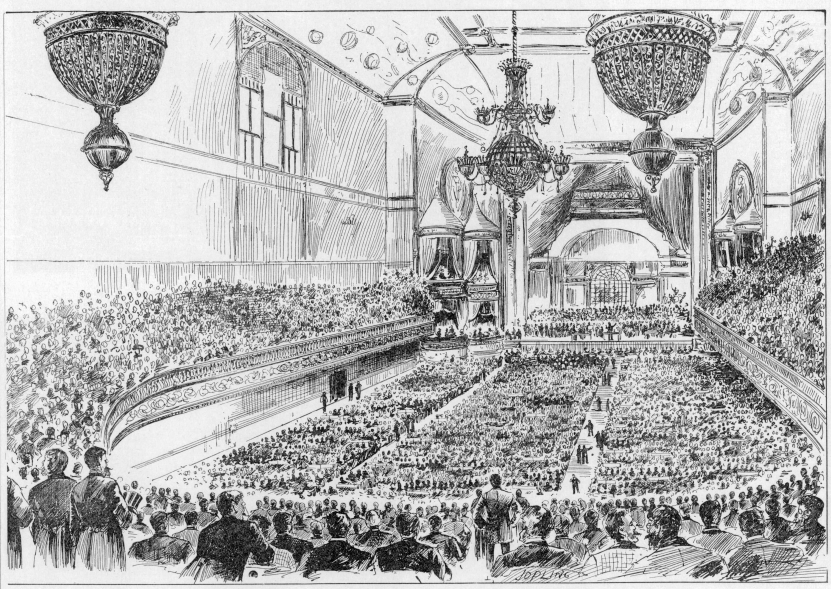
The fight lasted not more than twenty minutes. The militia faced the British regulars without flinching, losing three killed and five wounded. The Indians swept in with their terrifying war-whoops, and when Maj. King's regulars came to the front, the enemy broke and ran for their boats. Col. Bishop, riding one of Gen. Porter's horses, was shot and fell to the ground. The whole American force then charged at once. The British rallied at the Black Rock landing, but finally got off in boats, leaving some fifteen prisoners in Gen. Porter's hands.

The last boat contained Col. Bishop, who was killed by the fire from the bank. Capt. Saunders of the British 41st was wounded and captured. He was carefully nursed at Gen. Porter's house and finally recovered. The enemy's loss was eight killed and seven wounded left on the field beside those carried away and hit in the boats after embarking. Our own loss has been given. The militia, who so bravely held their own in the fight, were the same that fled ingloriously in the morning. Adjutant Staunton, whose gallantry did so much to win the day, was the father of Phineas Staunton, the first Lieutenant Colonel of the gallant 100th New-York Volunteers in the War of the Rebellion. The efficiency and gallantry of Gen. Porter on that day saved Buffalo from an attack, which, however, came later, and swept it away by fire.

Henry Lovejoy, since so well and honorably known in Buffalo, but then a boy of only thirteen years, shared in the dangers of this brave defence. He carried a ponderous flint-lock musket, and his part in the affair was not forgotten when the wave of war finally swept over his home.

Chapin and his rangers continued to operate in the neighborhood of Fort George and elsewhere across the river. But he was in Buffalo to fire salutes when the news came of Perry's glorious victory of September 10th. The whole village was illuminated. The first and last guns of that battle

MUSIC HALL.



INTERIOR OF MUSIC HALL, AT REPUBLICAN STATE CONVENTION, MAY 16, 1888.

Leaving 150 regulars at Niagara, McClure soon came to Buffalo. The enemy crossed and captured the former work, and then this cowardly General abandoned Buffalo and took his regulars to Batavia.

The British quickly followed up the river, burning and destroying as they came. Gen. Hall assumed command at Buffalo with about 2,000 volunteers, hoping to stem the tide of revenge for the burning of Newark.

The enemy appeared at Black Rock about midnight on December 29th. Colonels Chapin, Warren, and Churchill had a brief engagement with them, but soon were driven back, despite supports sent by Hall. The retreat became a rout, and the volunteers fled in all directions, those from Buffalo hastening to save their families.

The British came on up Niagara Street, their Indian allies spreading toward Main Street, through the woods along North Street. Here Job Hoysington was killed while taking a last shot at them near the site of the State Normal School. His body was found the next spring, beside a log, with his empty rifle beside him, his skull pierced by a bullet and cleft by a tomahawk.

At Main and Niagara streets a 9-pound gun brought from a vessel near the mouth of the creek was trained down Niagara Street by E. D. Efner, a sailor named Johnson, Capt. Hall, Robert Kane, and, others, to check the British advance. At the third discharge a truck-wheel broke. Then Dr. Chapin advanced, waving a piece of his shirt on his sword. He offered to surrender the town. A parley ensued, when the British officer in command discovered that Chapin was an unauthorized person, and the negotiation ended. But time was gained and many were able to escape.

The Indians swarmed down Main Street, burning every house as they came along. The families had mostly fled with what few possessions they could carry in wagons and sleighs, or on horseback. Women and children tramped out Seneca Street and along the lake beach in the cold and snow of the midwinter's day.

Meanwhile the Indians reached Mrs. Lovejoy's house. Her husband had not returned from resisting the British advance, and her 13-year-old boy, Henry, having participated in the Black Rock affair with a big flint-lock musket, his mother hurried him into the woods, and stayed behind to save their home if possible. She made a vigorous resistance when the Indians reached her door, but was soon stabbed and her lifeless body was cast out into the snow.

Mrs. St. John, across the way, determined to save her house and her two daughters. She sought the British commander and secured a guard which prevented the general destruction from falling upon her home. The little house stood, till very recent years, opposite the Tifft House.

Two-thirds of the village was burned that day. On the next the British returned and finished their work. The jail, Mrs. St. John's house, and perhaps four or five other buildings were all that was left of Buffalo.

McClure's work had recoiled, and Newark was avenged.

But the army under Generals Brown, Scott, Ripley, and Porter redeemed in 1814 the losses of previous campaigns. Fort Erie fell on July 3d, the battles of Chippewa and Lundy's Lane quickly followed. The Americans, besieged and bombarded in Fort Erie in the fall, made one of the most gallant sorties in history, and drove off the besiegers, Jackson took New-Orleans, and the war ended.

MAIN STREET, AT JUNCTION OF NIAGARA AND NORTH DIVISION STREETS.

CHAPTER XVII.

REBUILDING THE VILLAGE — NOT OUT OF THE WOODS — DISTINGUISHED VISITORS — A SLAVE SALE — THE "WALK-IN-THE-WATER" — BUILDING A HARBOR — THE SHOVEL BRIGADE — A FIGHT FOR LIFE — BUFFALO TRIUMPHANT — THE YEAR OF SENSATIONS — THE THREE THAYERS — ARARAT — THE CANAL FINISHED.

THE story of the second growth of Buffalo cannot be more than outlined here. A series of notes somewhat detached and not always chronological will best indicate its progress up to the eventful year 1826. If this chapter, therefore, is of a somewhat sketchy character, it will be none the less valuable on that account.

The First Church was organized on February 2, 1812, the Rev. Thaddeus Osgood, a respected missionary, presiding. It had no home other than the Court House till 1823, when a little frame building, like a district school-house of the humbler sort, was built. This was followed by the "Brick Church" as it was called, the "Old First" of to-day, which was joyfully dedicated on March 20, 1827, the Rev. A. D. Eddy preaching the sermon. The Rev. Miles P. Squier was its first pastor, installed May 3, 1816.

The village was incorporated in 1813, but the war disturbances made it necessary to rearrange its affairs, and in 1822 a new charter was granted.

During 1814, despite the war, building had gone on and returning citizens and new settlers rehabitated the village, a brickyard was started, and more substantial buildings were erected.

Editor Salisbury brought the *Gazette* back in safety from Harris Hill, and in 1815 an "esteemed contemporary" arose to give spice to his life. This was the *Niagara Journal*, a Democratic newspaper established and edited by David M. Day to refute and confound the Federalism of the *Gazette*.

The first local marine intelligence in a Buffalo paper appeared in the *Gazette* of August 15, 1815, under the heading "Port of Buffalo." It covered the preceding week and was as follows: "Entered—a boat from Detroit, loaded with fish and wool; sloop Commodore Perry, peltries. Cleared—Sloop Fiddler, Cuyahoga, salt and pork."

The court-house, which was good enough for Buffalo until the centennial year of the Republic, was erected in 1816. Few local readers of this history but remember its pillared front and tin-roofed dome. The bell which was wont to call together the distinguished jurists and barristers of an early day now hangs mutely eloquent in the Historical Society's rooms, kept in countenance by the wooden ball that tipped the court-house flagstaff.

In July the Bank of Niagara was organized, with directors scattered throughout the county, Isaac Kibbe being president and Isaac Q. Leake cashier.

But with its court-house finished, a "grand canal" in prospect, a bank to prosper and two newspapers to enlighten it, Buffalo was not yet out of the woods. For in the town-book of 1816 we read: "Voted that a reward of $5.00 be paid for the destruction of every wolf killed in said town, to be paid by the town, and that the evidence of their destruction shall be their scalp with the skin and ears on."

On February 10, 1817, St. Paul's Protestant Episcopal parish was organized at the house of Elias Ransom. After morning prayer and a sermon by the Rev. Samuel Johnson, the following persons were duly elected: Wardens—Erastus Granger, Isaac Q. Leake; Vestrymen—Samuel Tupper, Sheldon Thompson, Elias Ransom, John G. Camp, Henry M. Campbell, John S. Larned, Jonas Harrison, and Josiah Trowbridge. Two years later, in 1819, a neat church was built on the site of the sad ruins of its beautiful successor. The old building was enlarged in 1828, galleries

were added in 1831, and a basement Sunday-school room was finished off in 1834. The appearance of the original St. Paul's and the "Old First" are shown in the sketch made in 1838, reproduced with this history.

The following advertisement appeared in the *Gazette* of January 27, 1818:

"FOR SALE.—A young, healthy black woman and child. She understands all kinds of house-work and cooking, and is perfectly honest. For further particulars inquire at this office."

Who, if any, bought these chattles does not appear.

During this period the stages for the East left Landen's Tavern on Mondays, Wednesdays, and Fridays at five o'clock in the afternoon, traveling the Main-street road. The trip to Canandaigua occupied two days.

The great event of 1818 was the launch of the *Walk-in-the-Water*—the first steamer to ply the lakes. She was built at Black Rock—Buffalo again jealous—by New-York capitalists, and on May 28th took the water amid great rejoicing. Toward the middle of August she was helped up the river by oxen and plied between Buffalo and Detroit till 1821, when she was wrecked near the lighthouse.

The late Bishop Timon stated that the first Roman Catholic priest visited Buffalo about eight years after the village was burned. The Right Rev. Henry Conwell, Bishop of Philadelphia, then passed through and baptized a child of Patrick O'Rourke. He was followed in 1821 by the Rev. Father Kelly of Rochester, who said the first mass here. Strange to relate, it was celebrated in St. Paul's Episcopal Church!

Erie County was separated from Niagara in April, 1821. It contained ten postoffices and hordes of wolves. At the same time there was a theater in Buffalo.

And at Cold Spring a young lawyer, who came the next year, began to teach school in a little building whose dimensions are indicated by the picture given on another page, taken just before it disappeared. The pedagogue used to ride out to his little seminary on the early morning stage for the east. It is believed that he made some subsequent headway in life. His name was Millard Fillmore.

On the 10th of August, 1817, there lay in Buffalo Harbor—probably including Black Rock—38 sail, comprising one brig, 31 schooners, and six sloops. Yet so far the bar had not been removed from Buffalo Creek, and entries were generally impossible there.

But the man for the hour appeared, and William Wilkeson suddenly became the foremost figure in Buffalo. The Superintendent (at $50 a month) of harbor excavation had wearied of his unprofitable labor and resigned. Mr. Wilkeson, lately appointed a judge of common pleas, gave up all his individual business, and devoted all his energies to making a harbor for Buffalo.

There were no funds. Four men made a bond for $12,000, and took rather slim chances in doing so. Let their names never be forgotten, for they were the preservers of Buffalo when it gasped for breath: Samuel Wilkeson, Charles Townsend, George Coit, and Oliver Forward.

Judge Wilkeson labored with his own hands at the head of a force of men, each of whom received two dollars a month extra for working in the rain. William Peacock had made the survey, and in 221 working days a pier of fascines extended about 80 rods into the lake, where there was 12-foot water. The channel being thus confined and extended, it was expected that the spring freshet would clear out the harbor.

The Steamer Superior was built and launched in Buffalo Creek, the village being under a bond to pay $150 for every day she was delayed by the bar after May 1st. By the almost superhuman efforts of Judge Wilkeson and the citizens, the freshet was aided by shovels, and the Superior steamed into the lake. Buffalo had a harbor.

The final tilt over the canal terminus occurred during that summer. In the dancing hall of the Eagle Tavern the Canal Commissioners sate in judgment while the advocates of the rival villages argued their case before them.

The tribunal was an eminent one: DeWitt Clinton, chairman; Gen. Stephen Van Rensselaer (known as the Patroon), Henry Seymour, Myron Holley, and Samuel Young. Judge Wilkeson, of course, championed Buffalo, while Gen. Porter spoke for Black Rock. The decision was in Buffalo's favor, and its triumph was complete.

On August 9, 1823, ground was broken near the Commercial-street bridge, amid shouting and music and the salute of cannon. The chief men shoveled, a procession of citizens followed the contractor's plows, and were suitably "refreshed" by him, and the future greatness of the little village of 2,100 people was assured.

The population of Buffalo on January first of the eventful year 1825 was 2,412. There were four newspapers, and the village boasted nearly five hundred buildings. Still, all east of Washington Street was an almost inaccessible morass, while west of Franklin Street and north of Chippewa the forest remained but slightly altered by the ax.

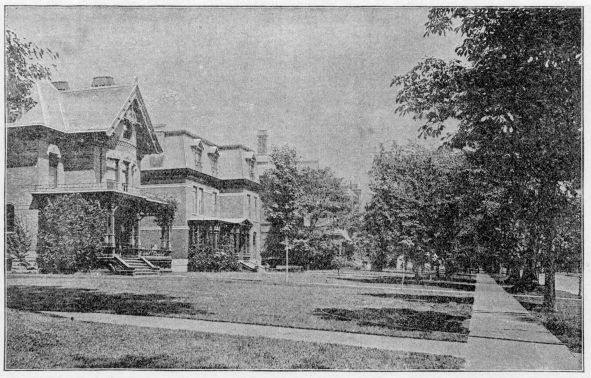
On June 17th the greatest excitement that ever moved Buffalo took place—the hanging of the "three Thayers." Isaac, Nelson, and Israel, who had killed John Love the winter before in the town of Boston, where they lived.

On the day of the execution not less than ten thousand people from all Western New-York had assembled in the village. The population of Buffalo has never been so multiplied on a single occasion since. There were five times as many persons in the town as actually lived here.

On June 4, 1825, came General the Marquis de Lafayette, by steamer from the West, the troops paraded and escorted him to Rathbun's Eagle Tavern, Judge Forward received him with an address, and the village was illuminated in his honor. A committee kept Red Jacket sober and he made quite an impression at the reception.

The most unique event of 1825 was the laying of the corner stone of "Ararat, a City of Refuge for the Jews," by the well-known New-York journalist and judge, Major Mordecai Manuel Noah. Major Noah interested New-York capitalists, and bought 17,381 acres on Grand Island for $76,230, as the site of a city where might be gathered all the Jews of Christendom. He announced himself as "Judge of Israel," issued proclamations levying taxes and laying down laws. And on September 2d the corner-stone was laid with imposing ceremonies.

But not on Grand Island. It was cut from the Cleveland, O. sandstone quarries, and after being engraved, was placed on the altar of St. Paul's Church for the ceremony of "laying."



NORTH STREET, NEAR THE CIRCLE.

A picture of the stone is given elsewhere. There was a grand procession of soldiers, Free Masons and citizens, with Major Noah in black and crimson robes as "Judge of Israel" wearing a golden medallion and chain. The band played the march from Judas Maccabeus, the organ swelled forth a "Jubilate," the congregation sang "Before Jehovah's Awful Throne" "Old to Hundred," morning prayer was said, Rev. Addison Searle, the rector of St. Paul's, preached, "Judge" Noah explained his project, the Masons "laid" the corner-stone, the crowd dispersed, guns were fired, there was a banquet at the Eagle, Major Noah went back to New-York—and that was the end of "Ararat." The corner-stone now reposes in the rooms of the Historical Society.

The completion of the Erie Canal was a grand day for Buffalo. On October 26th the artillery fired a salute at sunrise, there was a procession of military, civic bodies, and trades. Governor Clinton, Jesse Hawley, and other distinguished men who had fought the canal project through went on board the canal-boat Seneca Chief, and started for New-York. At that instant was discharged the first of a series of cannon placed at intervals along the canal from Buffalo to Albany. This novel telegraph conveyed the news to the Hudson and the answer back again.

Judge Wilkeson and others brought from New-York a barrel of ocean water, and in a second ceremony in the harbor wedded the Atlantic to Lake Erie by pouring the water overboard.

CHAPTER XVIII.

BUFFALO SHARES THE ANTI-MASONIC EXCITEMENT—THE ASIATIC CHOLERA—THE SPECULATIVE FEVER—WILD INVESTMENTS—BENJAMIN RATHBUN—THE CRASH—A SLOW RECOVERY—THE PATRIOT WAR—CHOLERA AGAIN—A NEW DIOCESE—GATHERING UP THE THREADS—LATER YEARS—THE END.

DURING the six years following 1825 but few events of purely local interest marked the growth of Buffalo. The semi-centennial celebration of American Independence was quite an affair for those days. John C. Lord, a young attorney of one year's practice, first appeared as an orator on that occasion. His eloquence graced many other public events during another fifty years.

In September of that year William Morgan disappeared, and Masonry became the issue which raised politics to a fever heat. The *Buffalo Patriot* was Anti-Masonic, while the *Journal* defended the Masons. The *Western Advertiser*—Anti-Masonic—also flourished for a brief period. The *Black Rock Gazette* was moved to Buffalo in 1827, and another Black Rock paper, the *Advocate*, died the same year. The fall election of 1828 showed a still more bitter feeling on the Masonry question. During 1829 all the lodges in Erie County gave up their charters.

In this year Mr. Le Couteulx gave the ground for St. Louis Church, upon which is now rising the third structure. Bishop Dubois found nearly 800 Catholics here at that time. Rev. Father Mertz came in the fall—the first resident priest.

In 1830 Buffalo contained 8,668 souls. That many earned their bread by labor is shown by the fact that in that year a workingmen's party nominated Isaac S. Smith of Buffalo for Governor, and published the *Buffalo Bulletin*, directed by Horace Steele.

But by 1832 Buffalo made another stride—it was granted a city charter. There were five wards. Dr. Ebenezer Johnson was elected Mayor by the Common Council, and George P. Barker became City Attorney.

The new city of course had a board of health. When first appointed they little knew the awful duties soon to face them. Mayor Johnson was *ex-officio* chairman, and the other members were Lewis F. Allen, Roswell W. Haskins, and Dyre Tillinghast. The brave, cool-headed, but eccentric Loren Pierce, chief undertaker of the city, became a faithful and efficient coworker. He was sexton of St. Paul's, crier to the courts, and a capital nurse. The health physician was Dr. John E. Marshall.

Mr. Allen is still among us. A valuable paper read by him before the Historical Society in 1869 has vividly pictured the horrors of the Asiatic Cholera which visited Buffalo that season. No epitome can do it justice, and the limits of space forbid its reproduction here. Only a few facts can be given merely to indicate the extent of the plague.

The board worked day and night, and at last so did the undertaker. Steamboats, canal-boats, and stages were stopped outside the city limits. A hospital was extemporized out of the "McHose" house, in a hollow between Niagara Street and Prospect Avenue and Georgia and Carolina streets.

Pierce nursed the sick by day and buried the dead by night, taking the latter by the cartload at a time. And there was one beneficent nurse to whom Mr. Allen pays a touching tribute. She was an Irish girl of about 25 years, and offered her services to the board. Cheerful, attentive, brave, efficient, this nurse faced the horrors of the pest for four days. Then Pierce carried her to her grave. All they knew of her was that her name was Bridget. Let it not be forgotten among the greater ones of Buffalo.

The grim humor of Pierce was shown one midnight when, in a terrible thunderstorm, he stopped before Mr. Allen's house, on Main Street below Tupper, with six corpses in his wagon, and called him up. When the astonished member of the Board had asked from the window what was wanted, Pierce replied that he only desired to give the official a chance to inspect his load if he wished to. Then he drove on to the graveyard.

Drs. Trowbridge, Bryant Burwell, Bristol, and Cyrenius Chapin rendered valuable assistance. But Dr. Chapin, impatient as ever of restraint, though friendly with the members of the board, refused to make a daily report "to a set of ignoramuses who don't know cholera from whooping-cough! No," he exclaimed, "I'll see 'em hanged first." But he was brought round and reported after all.

Drs. Gorham F. Pratt and James P. White were then medical students, the former with Chapin and the latter with Trowbridge and Marshall. They were active and helpful assistants to the older men.

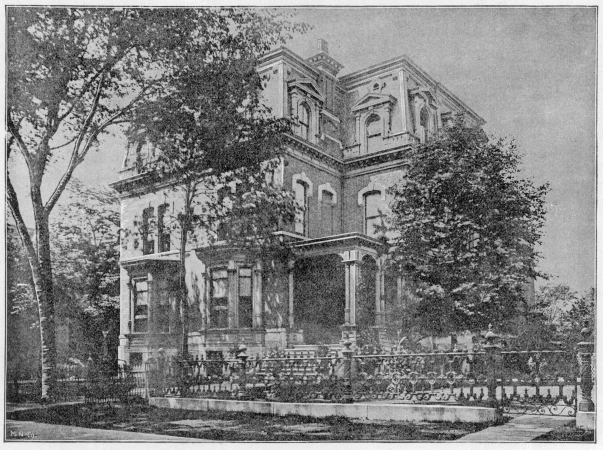
Every member of that board of health save Mr. Allen is now dead. But not one of them or of their official assistants, so far as he can remember, was sick a day during the period of the scourge.

The cholera returned in 1834. A new set of officials with improved appliances and knowledge gained two years before dealt with the scourge. Several fearless young men and benevolent women offered themselves as nurses. But among these assistants was one woman, Lydia Harper—good looking, decent and respectable in demeanor—yet such a one as does not mingle with her virtuous sisters. She offered her services without pay, and labored where her character was no bar to her presence. After the plague had vanished she returned again to her former life, having soothed and succored many fellow-creatures at the peril of death.

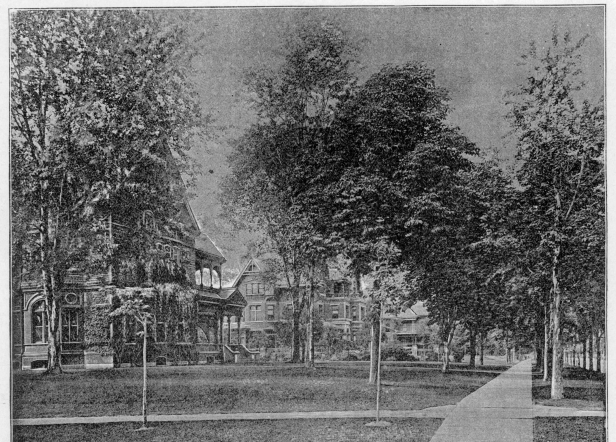
The prosperity of Buffalo now increased with fatal rapidity—fatal because its unsubstantial speed could only end in disaster. Michigan, Indiana, and Illinois sent an increasing flood of golden commerce eastward, and the returning canal-boats and lake vessels were loaded with emigrants and supplies. Buffalo was the center of it all, and rapidly developed an overweening and reckless belief in its own speedy greatness.

The United States Bank closed and many State banks were chartered, whence issued a flood of paper money, as untrustworthy as it was flimsy. There was a general inflation of business, and land speculation began its dire work in Buffalo as early as 1833. It increased through 1834-5 and the excitement was then under full headway. It is true Buffalo had swelled in five years from a population of 8,653 to 15,661—an increase of more than 81 per cent. Everybody was investing in land when such a growth seemed likely to continue many years. The town was blazing with a fire which destroyed as surely as that of 1813.

A single incident will tell more than pages of description of the wildness which characterized 1836. The late James L. Barton owned two lots at Black Rock which together had cost him $350. Returning in April from an absence of two months, some one asked his price for the lots. "Six thousand dollars," he replied, thinking he had named a staggering sum. The man did not buy, but said he would think of it. A little farther down the street a similar question brought the answer up to $7,500. "I'll let you know in the morning, but I think I'll take it," was the answer. A few steps farther, and Mr. Barton met a third applicant. "What will you take for those Black Rock lots?" "I've just offered them for $7,500 to Mr. ——," was the answer. "If he doesn't take them I will," replied the applicant. Now thoroughly excited, Mr. Barton was accosted by another with the same question. "Twenty thousand dollars!" exclaimed the owner of the lots. And the bargain was concluded in a neighboring office!



THE BUFFALO CLUB HOUSE.



DELAWARE AVENUE, AT UTICA STREET.

But, like most of those sales, it was nearly all on credit.

Guy H. Salisbury wittily said that even the doctors prescribed their medicines to be taken "One-fourth down and the rest in three annual installments."

A saddler being asked when he could finish a certain piece of work, answered with dignity: "Mr. man, I don't do any more business now. I've bought a lot."

In the midst of it all Benjamin Rathbun arose. He had made the "Eagle Tavern" famous for its good cheer. It stood on the west side of Main Street just south of Court. Rathbun, in 1836, rushed into every kind of business. His success was appropriate to the times and he was the envy of thousands. He built the American Hotel. He erected "Gothic Hall," where Patrick Smith and later Salem G. LeValley have kept a gunstore—an architectural wonder in those days. He bought land in various parts of the country and his schemes gave employment to thousands. He had lines of stage coaches, and his contracts were scattered everywhere. He laid the foundation of a hotel and exchange opposite the churches, to occupy the entire block, and to have a rotunda with a dome two hundred and sixty feet high! and he planned a grand city at Niagara Falls, and advertised an auction of lots.

On the appointed day there was a large attendance from Buffalo. Sales were rapid and Rathbun seemed to be in exuberant spirits. Returning to the hotel in the afternoon, with the late George R. Babcock, the latter noticed a carriage at the door, and some one called to Rathbun to "hurry up." He entered the coach but did not soon return, and then it was discovered that he had been driven to Buffalo. Investigation followed. Rathbun had fled—a forger to an enormous degree. He was arrested in Buffalo, and admitted certain things. While gayly selling lots at the Falls, friends had arranged for an assignment. His paper flooded the country.

The method of these wholesale forgeries was simple yet unique. His brother, Col. Lyman Rathbun, and a nephew, Rathbun Allen, were his accomplices. They would to be false. The Buffalo City Guard battalion was formed (one company, "D," still exists), and Gen. David Burt called out the 47th regiment of militia. Gen. Scott came on by order of the President. Regulars were sent to Detroit to prevent a demonstration there, and 20 volunteers under Capt. Almon M. Clapp accompanied them.

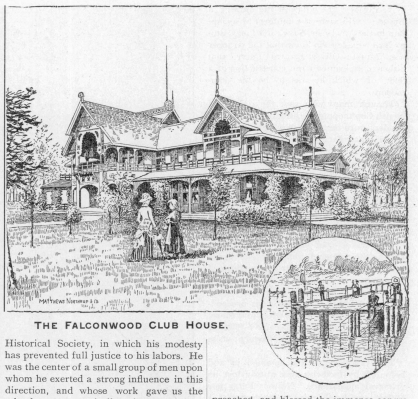
But a firm hand on the "hunters" and wise counsels at Washington brought about a settlement without war, beyond a bombardment of Navy Island by the British. The troops returned to their homes. Mr. Jack Jewett picked up the figure-head of the Caroline in the river at Lewiston (a wooden effigy of Queen Caroline of England), and it now adorns the Historical Society's rooms, the dumb witness of a bloodless war.

As might have been expected, Dr. Chapin participated in the meetings of the "sympathizers." He felt all his warlike feelings burn afresh within him. But he was too old for such excitement, and died in February, 1838, being buried with military honors.

To 1838 belongs the reorganization of the public school system of Buffalo, in which Oliver G. Steele and R. W. Haskins were the moving spirits. Mr. Haskins, an editor, and a writer of ability on scientific and other topics, was enthusiastic on the subject of the education of youth. His experience and good sense were of great value in the establishment of an efficient school system, and he was for a time superintendent of the new department.

He married a daughter of Capt. Benjamin Caryl, whose sons, A. H. and B. C. Caryl, were prominent in Buffalo business circles for many years. George, Mr. Haskins's eldest son, was one of the brightest of our earlier editors. Charles H. and Clark C. Haskins are among the prominent electricians of the United States. Mr. Haskins is still represented in the public schools by a daughter who is an active teacher. Another daughter is now Mrs. Truman C. White of this city.

Mr. Steele has recorded the early history of our schools in a paper read before the Historical Society, in which his modesty has prevented full justice to his labors. He was the center of a small group of men upon whom he exerted a strong influence in this direction, and whose work gave us the school system practically as it now exists.



THE FALCONWOOD CLUB HOUSE.

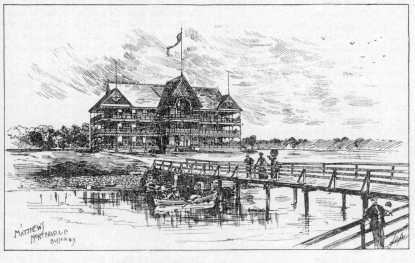
In 1840, with a population of 18,213, the first Mayor of Buffalo, elected by the people, took his seat. Up to this time the Common Council had chosen the city's chief magistrate. Under the new law Sheldon Thompson was the people's choice—he whose marble bust, in a niche in St. Paul's church, was one of the public losses when that beautiful sanctuary was burned.

The Young Men's Association was formed in 1836, and in 1841 the German Young Men's Association sprang into life, indicating the important growth of that nationality, and an earnest of the part it has since played in the later life of the city. Almost preached, and blessed the immense congregation. On December 21st the edifice was dedicated and the new bishop confirmed 227 persons.

In 1846 the Medical Department of the University of Buffalo came to life under the auspices of such men as Hamilton, and Flint, and White.

The only national convention of a great political party ever held in Buffalo met on August 9, 1848, presided over by Charles Francis Adams, and nominated Martin Van Buren for the Presidency.

Cholera once more invaded Buffalo in 1849. One of the board of health this time fell a victim to the scourge. Dr. Charles C. Haddock, persisting in his duties in spite of illness, died on July 12th. The tributes to Dr. Haddock were many and sincere, and the city erected a monument to his memory.



THE OAKFIELD CLUB HOUSE.

In 1850 the population of Buffalo numbered 42,266. Many of the active men of that day have not yet laid down the burden. And this reminds us that our story is almost told. The inexorable boundary of allotted space has nearly been reached. The great shadow of the Civil War projects itself across the path we have been travelling. Buffalo's part in that conflict is a history by itself, and in its glories as in its griefs our city had an ample share. It would be an injustice to tell less than all that Buffalonians at the front and at home did for the Union during those five years. And so, as that cannot be, we comfort ourselves with the reflection that, of the Buffalo boys of 1861, hundreds are still the Buffalo men of to-day, and can tell the story of their deeds, and of their comrades who never came back with them, not as history, but with all the vividness of personal reminiscence.

And as we contemplate the varying fortunes of Buffalo since that crucial time, reaching their lowest ebb in 1873, and her marvelous growth in all that combines to make a city great, we see so much that must be left untold that our only consolation is in the much that will be recounted elsewhere of her colossal railroad, and coal, and marine, and commercial interests. The present task of history ends where the chronicle of contemporary triumphs begins.

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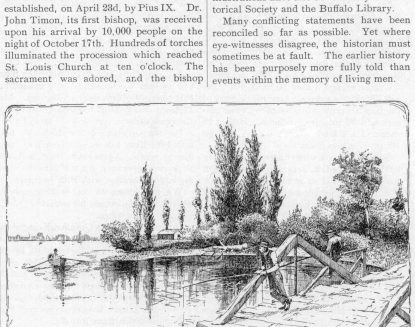
The authors desire to give credit to the principal authorities examined in preparing this history. Beside maps, manuscripts, pamphlets, etc., in the Buffalo Library and the archives of the Buffalo Historical Society, these works have been consulted: Crisfield Johnson's History of Erie County; Wm. L. Stone's Life of Red Jacket; Wm. Ketchum's Buffalo and the Senecas; Publications of the Buffalo Historical Society, consisting of many original papers by Buffalonians; *The Portfolio* for 1816; Vindication of Capt. Joseph Treat, 1815; Battle of Queenstown Heights, by John Symons; Col. Van Rensselaer's Affair of Queenstown; Capt. W. W. Dobbins's Battle of Lake Erie; Bishop Timon's Early Catholic Missions in Western New-York; and Vol. V. of the Massachusetts Historical Society's Collections. Valuable subjects for illustrations have also been lent by the Historical Society and the Buffalo Library.

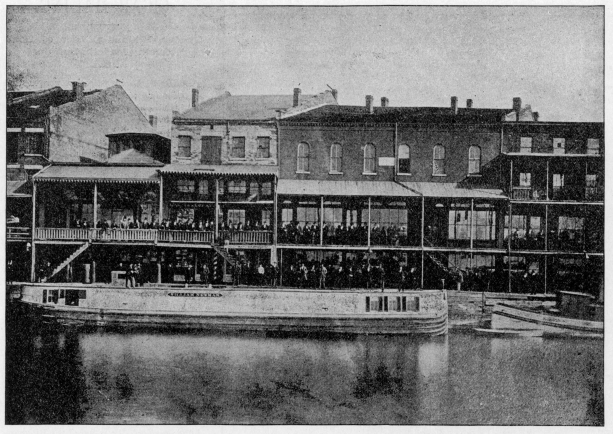
Many conflicting statements have been reconciled so far as possible. Yet where eye-witnesses disagree, the historian must sometimes be at fault. The earlier history has been purposely more fully told than events within the memory of living men.

The recovery from the crash of 1837 was slow. Yet by 1842 this city became the terminus of the Buffalo and Attica Railroad. Looking back from the twenty iron lines now centering here to this modest beginning of forty-six years ago, one gains a slight idea of its significance. Elsewhere in this issue of THE EXPRESS is told the story of the fruit which this little seed has brought forth.

Nearly 30,000 people were found in Buffalo by the census taken in 1845. It was a city in size as well as in name. In 1847 the Roman Catholic diocese of Buffalo was established, on April 23d, by Pius IX. Dr. John Timon, its first bishop, was received upon his arrival by 10,000 people on the night of October 17th. Hundreds of torches illuminated the procession which reached St. Louis Church at ten o'clock. The sacrament was adored, and the bishop a separate history would be needed to fitly tell the story of the Germans in Buffalo.



FRENCHMAN'S CREEK.



OLD BOARD OF TRADE, CENTRAL WHARF, ABANDONED 1883.

OUR COMMERCE.

Enormous Yearly Receipts of Grain and Live Stock.

LAKE AND CANAL TRADE.

Richest Inland Commerce in the World—Its Continued Growth.

BY HORACE WILCOX.

TO her commerce, more than to anything else, is Buffalo indebted for her prosperity. First of all, it was the embryo traffic of the lakes which formed a settlement; with the completion of the Erie Canal and lines of railway there soon came a large and prosperous city. Her streets are not canals, but she is the Venice of the fresh-water seas, and it is by virtue of the law that commerce seeks the cheapest route that the golden cereals of the West are poured into her lap.

While the Government has been somewhat tardy in recognizing the claims of the port it can now be truthfully said that Buffalo has a safe and commodious harbor. To this may be added the most extensive and improved facilities for elevating, storing, and transferring grain, with chutes and trestles for coal, and extensive docks for handling salt, cement, and other coarse freight. The terminal advantages are unsurpassed.

It seems hardly possible that trade between remote points in this country could have been carried on at all at the beginning of the present century. The Allegany wagon road, about 400 miles long, was built through a wilderness to Albany, and goods were transported on wagons mainly drawn by oxteams. The late Augustus Porter says that up to 1796 no American vessels had been built on the Lakes, and that baggage and stores for the troops at Detroit had to be transported from Western Pennsylvania up the valley of the Big Beaver and through the wilderness to Detroit on pack-horses. Later on, or at about the same time, waterways in part were utilized in the northern part of the State. The Hon. Lewis F. Allen says that for some time prior to the completion of the Erie Canal merchandise intended for Buffalo and points farther west was shipped from Albany in wagons. In the navigable season goods were sent in small flat-boats up the Mohawk River to Rome, thence through Wood Creek to Oneida Lake, and from the outlet of that lake to Oswego. From the latter port sloops took the merchandise to Lewiston on the Niagara River, and from there it had all to be hauled or packed around Niagara Falls to Schlosser; thence by boat to Black Rock, whence navigation was free to all western points.

Earliest Navigation.

The first vessel ever built above Niagara Falls was called the Griffin. Her projector and builder was the adventurous and distinguished explorer, Cavalier de la Salle, who was born in Rouen, France, on the 22d day of November, 1643. All the material for the rigging and equipment of the craft was transported round Niagara Falls, a distance of nine miles, on the backs of men, four of whom, it is said, were required to lift a single anchor. No less than half a dozen localities have been mentioned as the site at which the Griffin was built, but the late O. H. Marshall (than whom there is no better authority on the history of Western New-York) in a paper read before the Buffalo Historical Society, February 3, 1863, said that the mouth of Cayuga Creek is, unquestionably, the true locality. From the same authority it is learned that on the 26th of January, 1679, the keel was laid. On the 7th day of August, 1679, 309 years ago, she left her anchorage, near the foot of Squaw Island, whither she had been towed, and ascended the strong rapids of Niagara River into Lake Erie. Her voyage up the Lakes was full of perilous incidents. She proceeded as far west as Green Bay. She then came back as far as Mackinaw, whence she sailed on the 18th of September, but without La Salle. A favorable wind bore her from the harbor, and with a single gun she bade adieu to her enterprising builder, who never saw her again. On the second day after she sailed a storm arose which lasted five days. The Griffin was a total loss, with all on board.

From the History of Buffalo, edited by H. Perry Smith, we learn that the first vessel that sailed Lake Erie under the American flag was the sloop Detroit, which was bought by the Government from the British Northwest Company in 1796. She was an old craft of about seventy tons and was soon after condemned. In the same year a small schooner, the Erie Packet, was built in Canada to run between Fort Erie and Presque Isle. She was lost in 1799, having drifted out of Erie harbor. In 1797 the schooner General Wilkeson was built at Detroit; she was of about eighty tons and was sailed two years by Captain Connelly. In 1810 she was refitted and her name changed to the Amelia. She was bought by the Government in 1812, and belonged to Commodore Perry's squadron. The Good Intent was built by Captain Wm. Lee in 1799, and in 1806 she ran upon Point Abino and was lost with her cargo and crew. The same year (1799) the brig Adams and the schooner Tracy were built by the Government. The Adams was captured by the British during the first year of the War of 1812; she was retaken at Fort Erie, and was then run upon Squaw Island and burned. The Tracy was sold to Porter Barton & Co. and was afterwards lost on a reef near Fort Erie. In the year 1805 the Government directed the commanding officer at Fort Niagara to build at that point a vessel large enough to transport Indian presents from the Fort to Fort Wayne. The vessel was built at Black Rock and named the Nancy; she was of about fifty tons. The Contractor, a vessel of eighty tons, was built at Black Rock in 1806, by Porter Barton & Co. She was sold to the Government in 1812. The schooner Catharine was built at Black Rock in 1808 by Sheldon Thompson & Co. with others. Several small vessels were built at Black Rock and other points before the War of 1812, the names of most of which have been lost.

Buffalo Creek was made a port of entry in the year 1805. On the 16th of March, 1811, Black Rock was made a port of entry, and from that time until 1816 most of the lake vessels landed there, all of them being sloops, schooners, and open boats—82 in all. In the "Journal of a Western Tour," kept and published by David Thomas, he gave the number of vessels on the upper lakes in in 1818 as 56, with a gross tonnage of 1,887. But two vessels were of more than 100 tons, and many of them less than 20.

Beginnings of Commerce.

One of the early sailing coasters was called the Salem Packet; she was commanded by Capt. Sam. Ward in 1816-17. He was one of the pioneer navigators of the Lakes, and his arrival at different points was eagerly awaited as he carried provisions and luxuries not otherwise easily obtainable. In 1824 Captain Ward built at Newport, Mich., a small schooner of thirty tons called the St. Clair. He loaded her with skins, furs, potash, and black-walnut, and in June, 1826, started for New-York city via the recently finished Erie Canal. He sailed to Buffalo, where he took the spars from his vessel and towed her to New-York with his own team. There he disposed of his cargo to good advantage, partially reloaded with goods for his Michigan store, filled up with salt at Syracuse, and returned home the same way he went down. The St. Clair was the first, and for many years the only vessel of that kind to go through the canal.

Capt. Daniel Dobbins was for many years a prominent early lake navigator. He commanded the schooner Lady Washington as early as 1800. When war was declared he entered the Navy. The first lumber cut for a new vessel for the Lake Erie fleet was under Capt. Dobbins's direction, at Erie, where he then lived. Owing to the scarcity of ship carpenters at that time he was compelled to employ ordinary carpenters. On this account the work was finally transferred to Black Rock. Capt. Dobbins commanded the Ohio in Perry's fleet. Superintendent David P. Dobbins of the Ninth district of the U. S. Life Saving Service is a son of Capt. Daniel Dobbins.

With the completion and opening of the canal in 1826, lake navigation and commerce of all kinds became still more active; new steamers were built in rapid succession and the lake fleet of sailing craft was largely increased. In a pamphlet published by Mr. Ball in 1825, he says of the shipping interests of that time:

"The shipping which belongs to this port, amounts to upwards of 1,050 tons, among which are one steamboat, one hermaphrodite brig, eight schooners, one sloop, and four transportation boats, which average over 25 tons each.

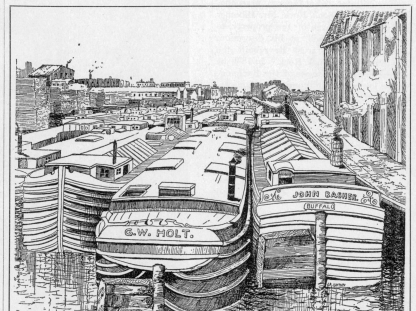
"There are upwards of 60 sail of good, substantial, and safe vessels owned upon this lake, 42 of which entered this port last season, and there were 286 arrivals and an equal number of clearances."

Steam Navigation.

The *Niagara Patriot* of Buffalo, bearing date August 18, 1818, contained the following important announcement:

"The new and elegant steamboat Walk-in-the-Water will be ready for sailing the present week, and we learn will take a short excursion previous to her regular trip to Detroit."

This pioneer lake steamer was built by Adam and Noah Brown of New-York, opposite the head of Squaw Island. Her boilers were built at Black Rock. In the Walk-in-the-Water steam power first entered the contest against the current of Niagara River. Trial after trial was made, and the engines were worked to their utmost power, yet the rapid stream won the day. Finally the assistance of Captain Sheldon Thompson's "horn breeze," as his ox-teams were called, was invoked. The ox-teams were hitched to the boat, and thus assisted she made her way slowly up the swift stream and into the lake. This event occurred on Sunday, August 23d, 1818. A short excursion was tendered the citizens of Black Rock and Buffalo, which was very generally enjoyed. The steamer was a success from the first, financially and otherwise. The fare to Detroit was fixed at $18 for cabin and $7 for steerage passengers. She returned from her first trip on the 1st day of September, and on her next trip took out 130 passengers. The Walk-in-the-Water was, however, destined to a short life; she was wrecked off the lighthouse November 1, 1821. Captain Jedediah Rogers was then in command of her, with Captain William Miller as pilot and sailing master. Her owners immediately began the construction of another steamer, which was built at the foot of Indiana Street. She was called the Superior, and was launched April 13, 1822.



A CANALBOAT CITY IN WINTER—VIEW FROM GENESEE STREET BRIDGE, BUFFALO.

A new steamer called the Pioneer, started on her first trip to Detroit on Wednesday, May 28, 1825. She was built at Black Rock and was the first high-pressure boat on the Lakes.

Gen. Charles M. Reed of Erie was one of the foremost men in the steamboat interest for many years. Captain Levi Allen was long in his employ. Gen. Reed owned a line of steamboats in 1835, one of which was the Pennsylvania, which Captain Allen commanded. In 1838 Captain Allen and Gen. Reed built the Buffalo, which the former commanded for several years. They afterward built the Louisiana, which was also commanded by Capt. Allen. He then took command of the Niagara in 1847, and after two years of service on her he retired from the water.

The Clay, the Niagara (not the steamer on which Capt. Allen sailed in 1847), and the Daniel Webster were steamboats of light tonnage that were built by or for Porter Barton & Co., Sheldon Thompson & Co., or Sill, Thompson & Co., and their connections, as early as 1825. Sheldon Thompson, one of the early leading men in lake shipping interests, was Mayor of Buffalo in 1840. He died March 13, 1851, aged 66 years.

The first propeller that entered the port of Buffalo was the Vandalia. She came up from Lake Ontario in the spring of 1842, having been built the previous year at Oswego. In December, 1840, Josiah T. Marshall, formerly of Oswego, had visited New-York city and inspected a new propeller that had there been completed and patented by Capt. John Ericsson. This was why the Vandalia was built. The first propeller was a success, and in 1842 and 1843 the Hercules and Sampson were built. Sheldon Pease of this city, but formerly of Cleveland, built several propellers. In 1847 there were in commission on the lakes sixty-four side-wheel steamboats; to-day, practically none. From wooden propellers came the transition to iron. David Bell was the first to lay the keel of an iron propeller in this city. She was called the Merchant, with a tonnage of 850. She was built for the Anchor Line. She was a success, and for that reason no less than eleven vessels of the same kind have been built by the same line. It seems to be a settled fact that iron and steel will hereafter be almost exclusively employed in the construction of propellers.

The steel freight and passage propellers most recently put upon the lakes are of great capacity, ranging up to 3,000 tons and over. These great ships, the largest afloat on any fresh water, are built in Buffalo by the Union Dry Dock Co. and R. Mills & Co.

Growth of Commerce.

To follow in detail the increase in the receipts of flour and grain arriving at this port; to approximately follow in a like way the gradual increase in the capacity of vessels; to fix dates when western-bound passengers left the water route for the railroads, these details would fill a page of this paper, and be incomplete at that. But all has been changed—for the better. The last of the elegant side-wheel upper-cabin passenger steamers were the Western Metropolis and the City of Buffalo. They could not be made to pay. These, followed by the well-appointed lower-cabin passenger propellers the City of Detroit and the City of Milwaukee, early in the sixties were converted into freight barges.

Up to about 1860, the average capacity of sailing vessels was something like 18,000 bushels of grain. After the above-named large steamers had been converted into barges, the tonnage of all kinds of new vessels built was more than doubled, and the small schooner which replaced the sloop was in turn replaced by vessels of four times its capacity.

The phenomenal year in the grain trade of this port was 1880, when 1,056,846 barrels of flour and 105,184,136 bushels of grain were received by lake. In 1887 the receipts were 1,910,124 barrels of flour and a total of 84,028,840 bushels of all kinds of grain.

The Erie Canal.

In Colden's Memoir, the author says that no one seems to have had an earlier or a more vivid conception of the features of the country between the Hudson River and the Western Lakes, which fitted it so peculiarly for canal navigation, than the late Gouverneur Morris. Previous to the year 1800 he does not appear to have had any definite idea of a canal extending beyond Lake Ontario. In a letter written at that time to a Mr. Lee, he seems to fix that as the point to which he thought it was practicable to open a canal. In the same year he wrote to a friend in England suggesting the practicability of enabling ships to sail from London into Lake Erie, and again in 1803 he spoke of "tapping Lake Erie." He doubtless contemplated a water communication directly from the Lake to the Hudson. He might have conceived that a ship from London would sail into Lake Ontario through a canal, and thence into Lake Erie through locks around the Falls, which were contemplated by an act passed in 1794.

Mr. Jesse Hawley, in the fall of 1807, published a number of communications under the signature of "Hercules," in which he advocated with great ability and force the construction of a canal from Buffalo to Utica, and proposed very nearly the route occupied by the present canal. Later on he claimed "the original and the first publication of a project for the overland route of the Erie Canal, from Buffalo to the Hudson," and that "in it he was a benefactor to the public in general and to the State of New-York in particular." But others have also laid claim to the original idea. It has been well remarked by a judicious writer that it is in vain to inquire who first thought of connecting these Western, Northern, and Southern waters. The discovery would not benefit the community, nor entitle the person to whom the original thought might be traced to any more credit than if it were a dream, provided he did nothing toward procuring action to be taken upon the idea.

In the session of 1808, of the New-York Legislature, Mr. Joshua Forman, a Member of Assembly from Onondaga County, proposed in that body a concurrent resolution to direct a survey to be made "of the most eligible and direct route of a canal, to form a communication between the tide-waters of the Hudson River and Lake Erie." This is the first legislative proceeding, of which there is any trace, that had reference to a canal from the Hudson to Lake Erie. The resolution was adopted, and $600 appropriated to make the survey. In the summer of 1810 the commissioners made their first report. On its receipt De-Witt Clinton brought in a bill, which was passed on the 8th of April, 1811. This was the first law passed on the subject of the great canals which have made the State of New-York an empire.

To De Witt Clinton, more than to any other man, belongs the credit of having brought the subject forward, and of having pushed it to completion. In 1810 he seems to have grasped the whole subject, and immediately began the advocacy of those political doctrines which were afterward known as the "canal policy." The War of 1812 intervened, and suspended the agitation of the subject, but it was renewed after the restoration of peace, and in April, 1817, the act for the construction of the Erie Canal was passed, and in November, 1825, the completion of the work was celebrated. Aside from the celebration of the Declaration of American Independence, this canal celebration was undoubtedly the most extensive rejoicing that ever took place in this country; it was continued for several days. To guard against the disappointment that might have arisen from accident retarding the work beyond the specified time, arrangements were made for the firing of a grand salute, to be commenced at Buffalo at a given hour and continued to New-York by guns stationed at suitable points along the whole distance. The cannon used were those with which Commodore Perry won the victory of Lake Erie, and by way of a compliment to Lafayette, the chief gunner was a lieutenant who had belonged to the army of Napoleon.

Early on the morning of the 26th of October, 1825, the village of Buffalo was thronged with people from a great range of the surrounding country, who had assembled to witness the departure of the first boat. At about 9 o'clock a procession was formed in front of the Court-house, in which the various societies of mechanics appeared, the whole preceded by the Buffalo Band and Capt. Rathburn's company of riflemen. The procession moved through the street to the head of the canal, where the boat Seneca Chief, elegantly fitted out, was in waiting. Here the Governor and Lieut.-Governor of the State, the New-York delegation, and the various committees from different villages, including that of Buffalo, were received on board. Several addresses were made in the open air, and then, everything being in readiness, the signal was given, and the discharge of a thirty-two pounder from the brow of the Terrace announced that the boats were under way. There were four boats in all. The Seneca Chief of Buffalo led off in fine style, drawn by four grey horses, fancifully caparisoned, and was followed by the Superior, next to which came the Commodore Perry, a freight boat, and the rear was brought up by the Buffalo of Erie. The whole moved from the dock under a discharge of small arms from the rifle company, with music by the band and loud and reiterated cheers from the throng on shore. The salute of artillery was continued along from gun to gun, in rapid succession, agreeably to previous arrangements, and in eighty minutes came an answer from Sandy Hook—the quickest telegraphing that had been known up to that time.

A public dinner succeeded, and the festivities of the day were closed by a splendid ball at the Eagle Tavern, "where beauty, vieing conspicuously with elegance and wit, contributed to the enlivening enjoyment of the scene."

At Lockport, "the spot where the waters were to meet when the last blow was struck, and where the utility of an immense chain of locks was for the first time to be tested," the celebration was in all respects such as to do honor to the work itself and the patriotic feelings of the people. Arriving at Rochester, the boats found eight military companies in arms and drawn up on the bank of the canal. A boat called The Young Lion of the West was stationed at the mouth of the aqueduct which crosses the Genesee River "to protect the entrance." The Seneca Chief, on approaching, was hailed by the Young Lion, and the following dialogue ensued:

Q. Who comes there?

A. Your brothers from the West, on the waters of the great lakes.

Q. By what means have they been diverted so far from their natural course?

A. By the channel of the Grand Erie Canal.

Q. By whose authority, and by whom, was a work of such magnitude accomplished?

A. By the authority and by the enterprise of the patriotic people of the State of New-York.

Here the Young Lion gave way, and "the brethren from the West" were permitted to enter the basin at the end of the aqueduct.

At every village between Buffalo and Albany, through which the canal passed, the pioneer boats were received with cheers and joyful demonstrations. At Albany they were met by a small fleet which escorted them to New-York. It was in the last-named city that the greatest celebration of the opening of the Erie Canal took place. "Never before," says a newspaper of that day, "was there such a fleet collected, and so superbly decorated, and it is very possible that a display so grand, so beautiful, and we may even add, sublime, will never be witnessed again. We know of nothing with which it can be compared. The naval fete given by the Prince Regent of England upon the Thames during the visit of the Allied Sovereigns of Europe to London after the downfall of Napoleon may have been spoken of as exceeding everything of of the kind hitherto witnessed in Europe. But gentlemen who had an opportunity of seeing both have declared that the spectacle in the waters of New-York so far transcended that in the metropolis of England as scarcely to admit of a comparison."

The boats were formed in a circle around a new schooner called the Washington, from which His Excellency Governor Clinton proceeded to perform the ceremony of commingling the waters of the lakes with those of the ocean by pouring a keg of the water of Lake Erie into the Atlantic; upon which he delivered the following address:

"This solemnity, at this place, on the first arrival of vessels from Lake Erie, is intended to indicate and commemorate the navigable communication, which has been accomplished between our Mediterranean Seas and the Atlantic Ocean, in about eight years, to the extent of more than 425 miles, by the wisdom, public spirit, and energy of the people of the State of New-York; and may the God of the Heavens and the Earth smile most propitiously on this work, and render it subservient to the best interests of the human race."

Canal-boats were small craft when the canal was first opened, having a capacity of only about 90 tons. They were of two kinds, the regular packets and the "line boats." Companies were formed which owned the horses, and the owners of boats in most cases paid the companies for towing them from station to station, at each of which a tired team was exchanged for a fresh one. The "packet" proper carried no freight, and was generally drawn by three horses, which when towing the boat were invariably on a trot except when approaching or leaving a lock. The line-boats had accommodations for both freight and passengers. Flour was the principal article carried, the capacity of each boat being about 150 barrels. The passenger fare was four cents a mile, for which good provisions and comfortable lodgings were provided. First-class passage on the Hudson from New-York to Albany was four dollars, and from Albany to Buffalo fourteen, making eighteen all told. A passenger taking the best steamboat on the Hudson and the regular packet on the Erie Canal accomplished the journey in about six days—a vast improvement in time and comfort over the stage-travel of the earlier years.

The first general enlargement of the canal was completed in 1853, when boats, instead of carrying 1,000 bushels of grain, were enabled to transport 4,000 bushels. At the end of 1883 the canal had not only been enlarged, but many sinuous parts of it had been made straight. Since then it has from time to time been widened and deepened, longer and wider locks and double locks have been built, and at present boats are enabled to draw six feet of water. The canal is now supposed to have an average depth of seven feet, while the average capacity of boats is about 8,000 bushels of wheat.

The days of passenger travel on the canal have long since passed away, and for many years past the railroads have made combined and unceasing war upon its freight business; but despite everything it still retains an unquestionable supremacy for the carriage of the bulky and weighty articles known as coarse freights. It is not our purpose to weary readers with long and confusing tables of statistics of canal traffic for a long series of years. Everybody knows in a general way that the canal has been the most powerful factor in increasing the population of New-York City from the 166,000 of 1825 to the 1,600,000 of 1888; that of Buffalo from the 5,141 of 1825 to the present 250,000; and the State of New-York from 1,600,000 to 6,000,000; while the great and beautiful cities of Rochester, Syracuse, Utica, and Albany, with many smaller towns, may almost be said to have been brought into being by the canal.

The vast growth of the railroads of the State and the Country has thrown the canals into the background and made many people believe that they have ceased to be a factor in the commercial life of the country. They have no great and gorgeous corporations to advertise them and to influence the law-making powers in their interest. They are navigated by poor and unknown men, whose boat and team are usually their only fortune But the sufficient answer to any disparagement is the official fact that the canals of the State of New-York during the season of 1887 moved 5,538,805 tons of freight—3,968,767 tons, mostly of lumber and grain, to the sea-board from the lake ports, and 1,585,038 tons, mostly of salt, sugar, iron, and other merchandise, from the sea-board to the lakes. The total value of the property thus transported last year is officially estimated at $159,245,977. This is not so much as the canal business of some other years, but it is three times as great as the canal business of fifty years ago, though there were then no railroads and the canal was the only channel of trade between East and West.

For a series of recent years the value of the canal commerce has been officially reported as follows: For 1878, $182,254,528; for 1879, $285,280,736 (the largest on record); for 1880, $247,844,790; for 1881, $162,153,565; 1882, $147,918,907; 1883, $147,861,223; 1884, $162,097,069; 1885, $119,536,189; 1886, $180,061,846; 1887, $159,245,977; aggregate value of the canal traffic for the ten years last past, $1,794,254,820.

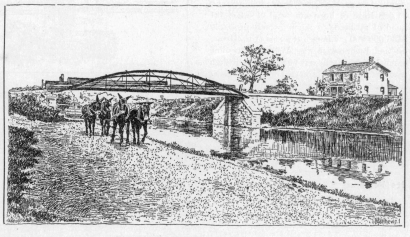
A water-way which can show such figures as these has certainly not outlived its period of usefulness. If the Erie Canal could be modernized, enlarged, strengthened, and adapted to steam navigation, it would rapidly increase its traffic and soon transport a richer commerce than was ever borne by any other water-way. This has been made so obvious to every comprehension that there is every reason to hope that the controlling powers will at no distant day provide for the greatly needed improvement of the canal.

The Cattle Trade.

The live-stock business of Buffalo may be said to have commenced about 1852. Previous to that time a few scattering lots of cattle and hogs came here from the west by lake, mainly from Toledo. A Mr. Crooker had a few pens for hogs on Seneca Street at the corner of South Cedar, where he kept a farmers' and drovers' tavern. Cattle at that time were also driven to the Tifft Farm and some other places in the 13th Ward, where a limited number could be cared for. In 1852 D. M. Joslyn opened yards at the old Jamison Tavern on Seneca Street, for the accommodation of drovers and cattle. In 1855 he changed his quarters to the 13th Ward House on the same street, where he continued business until about 1864. The Buffalo & State Line Railroad was opened in 1852, and a few cattle came over it that year and considerably many more during the following year. In the same year the first lot of cattle from Kentucky to New-York by rail and water arrived here from Cleveland by boat. They were "engineered" by L. G. Burrus, Esq., now a commission salesman at East Buffalo. They were loaded on New-York Central cars through the freight house, the loading being superintended by Wm. Barr.

In 1854 Christopher, Lewis & Co., the late John V. Tifft being the "Co.," began business at the Tifft Farm with a view of making that place the market for beef for the Eastern trade. It was the intention of the firm to compel New-York butchers to come to them for their cattle; but the concern failed in more ways than one. The yards were afterwards rented to Scott & Dickey, but the partnership was dissolved in 1856. Mr. John Dickey, familiarly known as "Uncle John," then took the Jamison yards in company with J. McPherson, Mr. Scott remaining on the Tifft Farm. In the spring of 1857 Mr. Leonard Crocker bought an interest in the Tifft-farm business, and managed the same until the William-street yards were opened. In 1858 Mr. Dickey and L. G. Burrus bought the yards known as the Lamb Place on Elk Street, and ran them until 1860, when the hotel was burned down and Phineas Dickey, a son of John Dickey, was burned to death, after which Burrus & Lewis ran the yards until the death of the junior partner. In 1853 or 1854 Bridge & Cushing opened hog yards on the beach, just beyond the toll-bridge on Ohio Street, and ran them until about 1857; they were heavy dealers in swine for those times.

Up to 1855 the stock was mostly unloaded on long planks running from the car to the ground, and driven by boys to feeding yards, and from the latter to the loading yards. Mr. Lowery had been feeding hogs at the junction of Elk Street and the Abbott Road, and from him the yards were leased by the late James H. Metcalfe. The new proprietor enlarged the hotel and built pens, running the place for several years, and laying the foundation of an ample fortune. Slater & Woods built a few pens on Elk Street, opposite those of Mr. Metcalfe, in 1862. They were close to the Buffalo & Erie railroad, which had built a platform for unloading stock.



CANAL SCENE.

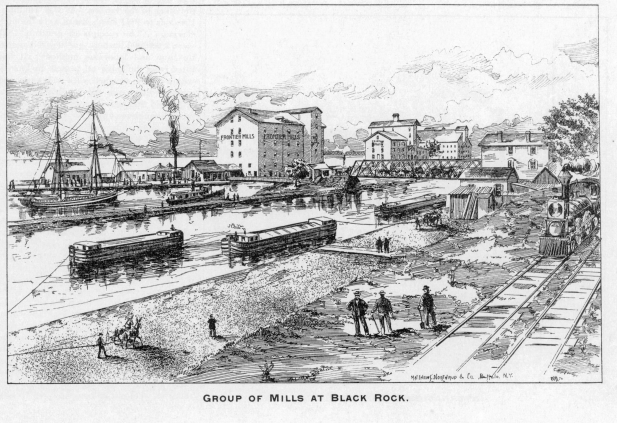
It is stated by a friend that being in "Capt." Mather's office at West Albany early in 1855 (Mr. Mather at the time being agent for the N. Y. C. R. R. at that point), President Corning came in and asked the following question: "Mr. Mather, how many cars of stock have you received today?" "Thirty-seven cars," was the reply. "W-h-a-t!!" said Mr. Corning, *"thirty-seven cars!* Well, that's glory enough for one day."

One day in the winter of 1855 or 1856 the Buffalo & Erie railway brought in 75 carloads, mainly single decks of hogs. It was literally a surprise, and was talked over far and wide, speculation being rife as to what would be done with so much stock; but the most of it passed quietly on to the New-York market.

About this time the N. Y. Central R. R. had built pens and chutes to load stock on Chicago and other streets. The Erie Railway also began to bid for business, and built chutes on Elk Street, and business began to increase. The Buffalo & Grand Trunk R. R. brought in a few loads from Canada, and Buffalo became a *market*.

In those days commission men were unknown. The drover came with his stock and did his own selling. Henry Roop built a number of hog yards on Elk Street in 1861, but did not find it a profitable business, and they were abandoned after a time. Mr. Wm. Lewis, to whom we are mainly indebted for the facts relative to the early history of the live-stock trade, was appointed Stock Agent for the Buffalo & Erie R. R. in 1855. Wm. Scott began acting in that capacity for the Buffalo & Hornellsville (Erie) in 1856. Later on "Uncle" John Dickey took Wm. Scott's place, and after him, Anderson Dickey. Wm. Barr ("Uncle Bill"), agent on the N. Y. Central, was followed by Mr. Davis, he by Augustus McPherson, and he in turn by Geo. H. Hoover, the present efficient and popular shipping agent.

Among the large dealers in those early days were Coon & Hosbery. The former died in Utica in July of this year, and the latter in Lockport some years ago. Other



GROUP OF MILLS AT BLACK ROCK.

heavy dealers for those times were Mr. McBaker from Ohio, Wm. Robbins and David Ellis of Whitesboro, Samuel Housley of Canastota, and Elias Reynolds of Reynolds, N.Y.

Among the regular shippers were John Bedford, "Col." Wilson, and John and James Ware of Kentucky; Job Taylor and Samuel Sidner of Ohio; Lee and John Templeton of Indiana; John T. Alexander and Morton & Sims of Illinois.

In 1863 the New-York Central Stock Yards were first opened to the public. The first hogs were yarded in Dec. and the first cattle Jan. 7, 1864. Mr. Leonard Crocker, grandfather of the present Superintendent, was manager of the sheep and cattle departments, and Metcalfe & Cushing in charge of the hog department. Leonard Crocker was drowned on his way to his home on the Tifft Farm, on Sunday, Jan. 2, 1870, having been at St. Mark's Church. He was succeeded by his son, Mr. Lemuel L. Crocker, who died March 27, 1885, and was succeeded by his son, Mr. L. B. Crocker, who is the present efficient Superintendent.

After 1864 the business was centralized and systematized. The outside yards died out one by one, and the Buffalo & Erie R. R. carried its stock direct to East Buffalo. The Grand Trunk R. R. drove its stock across the city, and sometimes it was very dangerous business. At one time a lot of Texan cowboys and ponies were brought here from Chicago to do the driving, but even then an unlucky citizen would occasionally be tossed in the air by the infuriated Texan steers. Finally arrangements were made with the New-York Central to bring all the stock around in cars.

In 1865 Messrs. Swope, Wood & Hogle built what are known as the Erie Yards, on William Street nearly opposite those of the N. Y. Central, and the Erie changed its place of loading to that point. These have since been abandoned and others built adjacent to the N. Y. Central yards. The cattle department now has accommodations for 10,000 head, and the sheep and hog departments have each room for 30,000 head. The trade has grown from small beginnings to great magnitude. The receipts in 1887 in carloads were 33,393 of cattle, 26,891 of hogs, 11,039 of sheep, and 2,162 of horses, a total of 73,491 carloads of all kinds of stock, or 567,766 head of cattle, 3,446,247 head of hogs, 2,297,800 head of sheep, and 34,608 head of horses, a total of 5,956,421 head of all kinds of stock, worth probably $136,000,000. Though the rise of the dressed-beef business in the West has to some extent checked the growth of the through trade at Buffalo, this is still one of the great live-stock marts of the continent, and the largest sheep-market in the country if not in the world.

MILLING INDUSTRY.

Its Present Extent and Promise of Future Greatness.

By Albert C. Brown.

It was Mr. Pillsbury, the Minneapolis flour king, who said, during the Millers' Convention here in June: "Buffalo is destined to become the great milling center of the country." There are now two cities which lead Buffalo in the capacity of their flour mills. Minneapolis is the first, her limit of production being 30,000 barrels a day St. Louis follows with mills that can turn out 10,000 barrels of flour a day. Buffalo presses close behind, with mills good for 7,000 barrels daily. Mr. Pillsbury and other large Minneapolis and St. Louis millers agreed in acknowledging that Buffalo is to-day the most favorable point for milling in the United States.

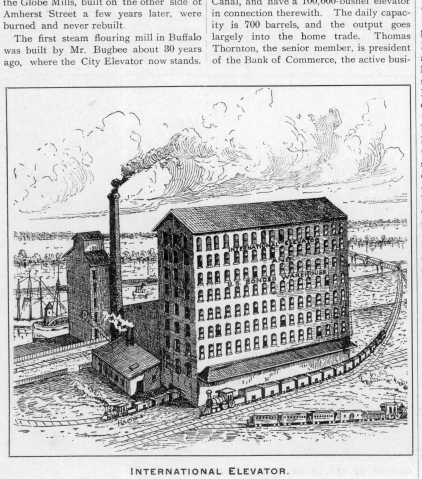
What are the reasons for these admissions?

Being at the foot of lake navigation, where all through grain shipments converge, and being within 80 miles by water as near to Duluth as to Chicago, all the choicest hard spring wheat grown in Northern Minnesota and Dakota comes direct to Buffalo's mills at a nominal cost of freight, giving them the selection of the finest wheat grown on the continent. Buffalo is the only point west of New-York City where both winter and spring wheat can be manufactured to advantage. Freight discrimination by roads in New-York State is the only disadvantage, and that it is not believed will be a permanent one.

The production of flour of late years has rather outstripped the consumption. As soon as the latter catches up, new mills will appear, and Buffalo is the place where they will be built. That time is sure to come, although it is hard to tell when. When it comes let Minneapolis and St. Louis look out for their laurels.

The sharp-sighted millers were quick to see Buffalo's advantages when the Erie Canal was opened in 1826. Mr. S. W. Howell at once built the Erie Mill at Black Rock for Kingman & Durphy. This was the first of Buffalo's large mills. The building, with many additions and a good deal altered, still stands. It is now known as the Marine Mills. Millwright Howell soon went into the milling business himself, building the Niagara Mills at the foot of Amherst Street. These mills, together with the Globe Mills, built on the other side of Amherst Street a few years later, were burned and never rebuilt.

The first steam flouring mill in Buffalo was built by Mr. Bugbee about 30 years ago, where the City Elevator now stands.



INTERNATIONAL ELEVATOR.

Prior to 1880 the only known method of making flour successfully was by grinding the wheat between the upper and nether mill-stones. At that time roller-mills were introduced, the mill-stone retired from business after an undisputed supremacy of a thousand years, the millers made more money than ever, and the milling industry had a tremendous boom. The resulting overproduction and reaction which came in 1885 affected Buffalo less than any of the other milling cities, on account of her natural advantages. All the flouring mills in the city are now roller-mills. Indeed, nine tenths of the flour made in the United States is manufactured by the roller process.

The Banner Milling Co. operates the Banner and Marine Mills. The former is of 600 barrels capacity and is situated on Ohio Street and Ohio Basin, adjacent to the elevators and railroads. This mill makes both winter and spring flour, the Marine Mill, of 400 barrels capacity, located on the Erie Canal at the foot of Amherst Street, running on hard spring wheat exclusively.

Urban & Co. are proprietors of the Urban Roller Mill. This concern is an outgrowth of the old flour jobbing house of George Urban & Co., established in 1846, and is composed of George Urban, Jr., E. G. S. Miller, and W. C. Urban. The mill is of 400 barrels daily capacity and runs on both spring and winter wheat. This firm enjoys a large local trade, which takes the larger part of the output, the surplus finding a market principally at Boston and Albany.

Schoellkopf & Mathews own and operate the Niagara Falls Mill at Niagara Falls and the Frontier Mill at Buffalo. The former is of 1,500 barrels capacity, and the latter 300 barrels, both running exclusively on No. 1 hard. Jacob F. Schoellkopf has vast business interests in other lines, the active management of the milling business devolving upon George B. Mathews, one of Buffalo's most successful young business men.

The Central Milling Co. operates the Central Mill at Niagara Falls, the office being in the Board of Trade building at Buffalo. The mill is of 2,000 barrels capacity, and runs on hard spring wheat, the "Bridal Veil" brand having a very high reputation in New-York and New-England markets.

E. J. Newman & Co. are proprietors of the Akron Mill at Akron, Erie County, with an office at Buffalo. Their mill is of 400 barrels capacity and runs on winter wheat.

Thornton & Chester, proprietors of the National Mills and of the Globe Mills, are the oldest established concern in the milling business here. The National Mills are situated on Erie Street and Evans Ship Canal, and have a 100,000-bushel elevator in connection therewith. The daily capacity is 700 barrels, and the output goes largely into the home trade. Thomas Thornton, the senior member, is president of the Bank of Commerce, the active business management of the mill business devolving upon James F. Chard, the junior partner.

Harvey & Henry are proprietors of the Buffalo City Mill. This is practically two mills under one roof, one side running on hard spring and the other on winter wheat.

The Tonawanda Roller Mill, at Tonawanda, N. Y., and the Williamsville Mill, the latter owned by Leonard Dodge, are practically Buffalo mills, in addition to which there are, in the city proper, the Clinton and Queen City mills not now running.

CHAS. A. BLOOMER, PRES'T WESTERN ELEVATING ASS'N.

GRAIN ELEVATORS.

A Buffalo Invention—And a Revolutionary One—Its History.

THE first attempt at building a grain elevator in the vicinity of Buffalo was made by the Hon. Lewis F. Allen and a Mr. Lord. It was built at Black Rock in 1840, and run by water-power. It had two marine legs, one of which was on the river side and the other in the harbor. It was a failure. Previous to 1841 men's backs were the only elevators. The receipts of grain in 1841 were 2,000,000 bushels, and it was handled by slow and laborious methods. It was lifted from the holds of vessels in barrels with a tackle, weighed with a hopper and scales swung over the hatchways of the craft, and then carried into the warehouses on the shoulders of men. Only from 10 to 15 bushels were thus weighed at once, and a day's work, with a full complement of hands, did not exceed 2,000 bushels.

To Joseph Dart is due the honor of erecting the first steam storage and transfer elevator in the world. In the face of numerous obstacles and predictions of failure, he began the erection of an elevator building in the fall of 1842 on the bank of Buffalo River, at its junction with the Evans ship-canal, where the Bennett elevator now stands. The elevator was a success from the start, and Mr. Dart was often offered double his regular rates for accommodation in an emergency. In proof of the saving of time, it is said that the schooner John B. Skinner, loaded with 4,000 bushels of wheat, came into port early one afternoon, soon after the elevator was put in operation, was discharged, and received ballast of salt, leaving the same evening; she made her trip to Milan, Ohio, brought down a second cargo, and discharged it, and on her return to Milan went out in company with vessels which came in with her on her first trip, and which had just succeeded in getting their cargoes unloaded by the old backaching methods.

The Dart elevator, compared with some of the mammoth structures of to-day, was a very small affair, its capacity being only 55,000 bushels. The first vessel unloaded at Mr. Dart's elevator was the schooner Philadelphia, Capt. Charles Rogers; she was loaded with 4,515 bushels of wheat consigned to H. M. Kinnie and George Davis. The first cargo of corn unloaded by the elevator was from the schooner South America, Capt. A. Bradley, 3,145 bushels, June 22, 1843. Dart's elevator unloaded during the first year of its existence 229,200 bushels of grain. The amount of grain and flax-seed handled by the Western Elevating Company in 1887 was 85,015,957 bushels.

The following statement shows the names and storage capacity of the present grain elevators of this port:

	Bushels.
Bennett	600,000
Brown	250,000
City	600,000
C. J. Wells	330,000
Coatsworth	1,000,000
Connecting Terminal	950,000
Dakota	850,000
Erie Basin	200,000
Evans	250,000
Exchange	250,000
Frontier	650,000
International (Black Rock)	750 000
Kellogg & McDougall	65,000
Lake Shore	300,000
Lyon	100,000
Marine	125,000
National and Globe Mills	100,000
N. Y., L. E. & W.	650,000
Niagara A	800,000
Niagara B	1,200,000
Niagara C	200,000
Queen City	180,000
Richmond	250,000
Schreck	50,000
Sternberg	175,000
Sturges	300,000
Swiftsure	150,000
Tifft	350,000
Union	70,000
Watson	600,000
Wheeler	200,000
Wilkeson	350,000
William Wells	200,000
Total, 32 Elevators	13,015,000

There are in addition the Chicago, Fulton, Horton, Merchants', Northwest, and Western Transit transfer elevators. There are also five floaters, the Buffalo, Free Canal, Free Trade, Ira Y. Munn, and Marquette.

Mr. Charles W. Evans is the oldest surviving elevator owner in Buffalo, having begun business May 1, 1847.

CHARLES A. BLOOMER.

For a quarter of a century one of the foremost men in local elevating circles has been Mr. Charles A. Bloomer, president of the Western Elevating Company and one of the owners of the Exchange Elevator.

Mr. Bloomer was born in Scipio, Cayuga County, this State, in 1818, his parents having been Quakers. His early life was passed in Cortland, Seneca, and Orleans counties, to which the family successively removed. Early in life Mr. Bloomer learned the business of a millwright, and in the year 1852 he removed to Rochester with his family to establish himself in that business in the "Flour City." His skill in mill-building, and the business sagacity which he displayed in his chosen calling, brought him to the attention of the leading millers of that day, and about 35 years ago, when through certain financial complications Stephen Whitney of New-York became virtually the owner of a chain of flouring mills located at Oswego, Macedon, Rochester, and Black Rock, Mr. Bloomer was placed in charge of the property, to operate, lease, or sell, at his discretion. While holding this trust he rebuilt the Frontier Mills at Black Rock. In 1856 he became one of the lessees of the Exchange Mill in Rochester, and continued to operate it until 1862, when he came to Buffalo to take charge of the construction of the Exchange Elevator, which was built in that year by William Rankin, Alfred Ely, and Ashley Hall. After passing through various hands, in 1881 this elevator became the property of Greene & Bloomer. In 1885 Mr. Bloomer was chosen president of the Western Elevating Company, which office he still retains.

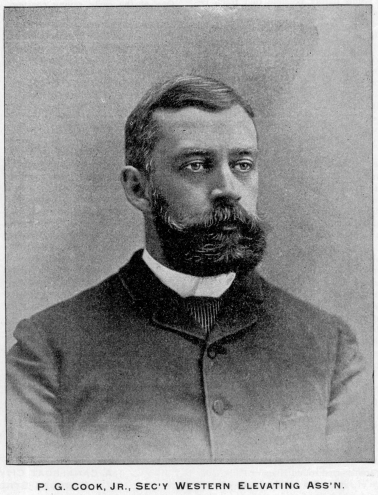
Endowed with a genial temperament and social tendencies, the weight of years rests lightly on the mind of Mr. Bloomer, and whether engaged in the duties of the office or dispensing the hospitalities of his pleasant home in Orton Place, he is as full of vigor, zeal, and public spirit, with as deep an interest in the future of the city, as though his reputation and fortune were still unwon.

PHILOS G. COOK, JR.

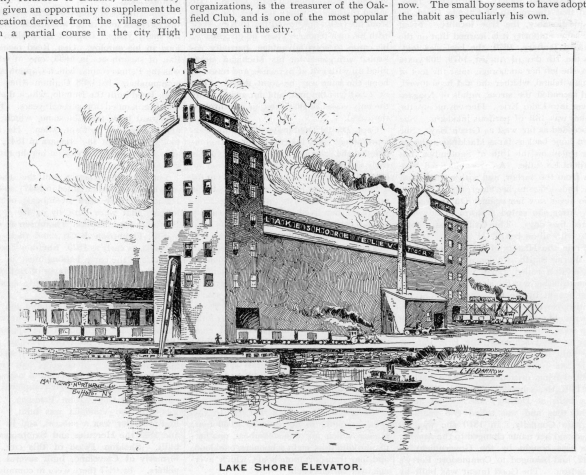
Mr. P. G. Cook, Jr., the Secretary and Treasurer of the Western Elevating Company, is one of those staunch, well-balanced young business-men in whose hands the commerce of Buffalo is losing none of the impetus given it by the generation now retiring from the activities of trade.

He was born in Buffalo in December, 1845, and is a son of the Rev. P. G. Cook. A considerable portion of his boyhood was passed in other places, but in due time the family returned to Buffalo, and the boy was given an opportunity to supplement the education derived from the village school with a partial course in the city High School. He began his business career at the age of 19 as a clerk in the office of Hiram Niles & Co., forwarders, with whom he remained about two years. His next position was with Jewett M. Richmond & Co., where he served first as an outside man, and later on as bookkeeper for about ten years. While thus employed he became familiar with all the details of the elevating and transportation business, thus qualifying himself for the position of greater responsibility which he now holds. In 1879 Mr. Cook entered the office of the Western Elevating Company as a bookkeeper, and one year later, at a meeting of the Directors, was elected to the joint office of Secretary and Treasurer. How ably he has filled that office is best proved by the annals of the company.

Mr. Cook is identified with a number of the leading business, social, and literary organizations, is the treasurer of the Oakfield Club, and is one of the most popular young men in the city.



P. G. COOK, JR., SEC'Y WESTERN ELEVATING ASS'N.



LAKE SHORE ELEVATOR.

CIGAR MAKING.

Twelve Millions a Year of Good Quality Made in Buffalo.

CAREFUL investigation proves that Buffalo men smoke rather better cigars than the average. They patronize home industries largely, and lose nothing by it. Said a prominent manufacturer: "Most of the cigars made in Buffalo are sold here, and they *have* to be better than if they were sold somewhere else. Besides that, competition is sharp enough here to keep a brand of cigars up to the standard. We can't work up a reputation for a brand and then gradually reduce the quality." The first Buffalo man to manufacture cigars on a large scale was Mr. F. C. W. Geyer, who began business in 1855 in a frame building at the corner of Lafayette and Main streets, where the German Insurance Building now stands. He employed about 30 men, and built up quite a reputation. One of his employees was Henry Breitweiser, who went into the cigar-making business for himself in 1862, and who, with his brothers Leonard and John, now makes more cigars than any other Buffalo firm. There are now 130 cigar manufacturers in the city, among whom the Breitweisers, Joseph Schramm, and Beyer & Rupprecht do the largest business. About 400 men are employed all told.

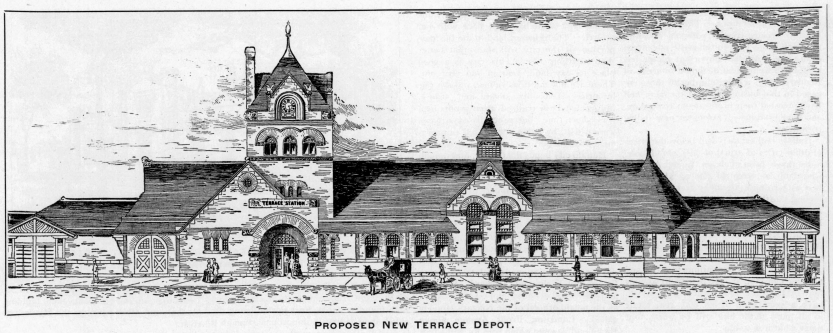
On an average 12,000,000 cigars are made here annually. To be sure little Binghamton turns out four times as many, but Binghamton's 50,000,000 sell for little more than Buffalo's 12,000,000. The Binghamton and New-York manufactories are non-union, while only union men are employed here. Higher prices are paid the Buffalo men and better work is done. The cigar-maker gets $14 a thousand for a cigar 4½ inches long, and a dollar more for every one-eighth of an inch added to the length of the cigar. The men earn from $12 to $28 a week, according to how nimble their fingers are.

The ratio of ten-cent goods made here to cheaper kinds is fully as large as in any city of the country. No brand made here sells for less than $25 a thousand.

The raw material used is Connecticut, Sumatra, or Havana seed for wrappers and an Havana filler. The general belief is that a Connecticut leaf wrapper makes a better cigar, although it doesn't look as well as Sumatra.

There is a fashion in cigars as in everything else. One thing noticed is that the flavored species of weed is going out of style. The five-cent cigar is as popular as ever—popular with more people than are generally known, a manufacturer says. A man comes into the store with a friend and wants a ten-center, but when he comes in alone he usually buys the five-cent variety. The same observer admits, however, that the man who always buys ten-cent cigars usually knows a good article when he sees it, while the five-cent man doesn't. A Spanish name on a cigar filled with Pennsylvania tobacco catches him generally—but that is a trick of the trade and ought not to have been told.

It would be interesting to know how many cigars Buffalo men smoke in the course of a year. One manufacturer estimated the number at 75,000,000, to say nothing of all the pipes and cigarettes. The same man, who is a retail dealer as well as manufacturer, says that never in his long experience was there such a demand for cigarettes as now. The small boy seems to have adopted the habit as peculiarly his own.



PROPOSED NEW TERRACE DEPOT.

OUR RAILROADS.

The Greatest of American Railroad Centers.

HISTORY OF THE ROADS.

Enormous Cost and Earnings—Mileage in the City Limits.

By Phin M. Miller.

BUFFALO is at the end of eleven railroads, the shortest of which has 846 miles of track. In addition to these, there are four others that are wholly within the city limits. Of the first, there are nine that are trunk lines, and do the greater portion of all the freight and passenger business for the portion of this country between Boston and New-York in the east and Cincinnati, St. Louis, and Chicago in the south and west, with the addition of the extensive and rapidly increasing carrying business to all that portion of our country west and north to the Pacific coast and the valley of the Columbia. The fifteen railroads that have a beginning or ending in this city have within the city limits 638 miles of road—more than in any other city in the world.

The money investment in railroads within this city's corporate bounds is $67,990,884.

The total miles of track in use by the roads which touch Buffalo is 17,539, all of which are in operation and constantly employed in the carrying of freight and passengers to Buffalo, for the use of the city and for shipment to other points by way of its various routes, by lakes, canal, and railroads.

The total earnings of these roads for the year 1887 were $128,061,746.

The cost of this wonderful network of roads was $1,209,752,311.

When it is remembered that Buffalo is at the terminus of all the roads doing this business and representing this wealth, the reason why Buffalo is, and always will be, the great railroad center of the country, and why its railroad interests, already gigantic, will continue to increase, will be understood.

At their market value the railroad plants within the city limits of Buffalo are to-day worth and would sell for $100,000,000. Who can estimate what they will be worth in ten years?

All this in a city where the first effort at railroading was made in 1834 over a distance of three miles with cars drawn by horses.

Railroad Beginnings.

The first charter to build a railroad in Buffalo was the result of the action of the Legislature on the 14th day of April, 1832, on which date were incorporated two companies. The Buffalo & Erie Railroad Company, whose road was to run from Buffalo through the counties of Erie and Chautauqua to the State line of Pennsylvania, and the Buffalo & Aurora Railroad Company, to run from Buffalo to the village of Aurora, now known as East Aurora. These roads were not unlike the bumble-bee, biggest when first hatched; and lived and died on paper. The financial squeeze of 1837 was the deathblow to both projects.

The first railroad actually built in the city was the Buffalo & Black Rock Railroad. This road was in working order in 1834. It was three miles in length. While it was called a railroad, it was little more than a street-railroad, the cars being drawn by horses.

The first railroad operated by steam-power in this city was the Buffalo & Niagara Falls. On the 26th of August, 1836, the first locomotive, "The Buffalo," weighing nine tons and having only two driving wheels, was put on the road at Black Rock and ran from that place to Tonawanda at the "great speed of fifteen or twenty miles per hour." On September 6th the locomotive ran from Buffalo to Tonawanda, and on the 5th of November trains began running regularly from Buffalo to Niagara Falls.

The financial crisis of 1837 put a stop to several "talked of" roads, and the next one completed was the Buffalo & Attica Railroad, which ran from this city to the village of Attica in Wyoming County, a distance of 31 miles, and was opened for travel on the 8th day of January, 1843. This was the beginning of the present New York Central road in Western New-York.

The next road actually constructed in this county was the Buffalo & State Line, from this city to the State line of Pennsylvania. This road was opened for travel from Buffalo to Dunkirk, a distance of 40 miles, on the 22nd of February, 1852, having been opened from the State line to Dunkirk, a distance of 33 miles, on the first of the previous month.

The same year the Buffalo & Rochester Railroad Company (which had been formed in 1850 by the consolidation of the Buffalo & Attica Company with the "Tonawanda" Company, whose road ran from Attica to Rochester) built a direct line of road from Buffalo to Batavia, a distance of 36 miles, and sold its line from Buffalo to Attica to the New-York City Railroad Company. The latter leased this line to the New-York & Erie road, already built from New-York to Dunkirk. This road built a branch 60 miles long, from Hornellsville to Attica, thus forming a continuous line from Buffalo to New-York, which was opened in 1852.

In the same year the Buffalo & New York City Company opened a line from Buffalo to Batavia, thence eastward to Avon, thence southeast to Corning, there connecting with the main line of the New York & Erie.

The Present Roads.

The Buffalo & Brantford road was begun in 1852 and was completed to Brantford, Ontario, a distance of 76 miles; an extension of the line was made to Goderich on Lake Huron, a distance of 160 miles from Buffalo, and the name of the road changed to Buffalo & Lake Huron Railway, in June, 1858. On the first of July, 1868, it was leased in perpetuity to the Grand Trunk Railway Company, and is now operated by the Grand Trunk system, as is the "Air Line" or "Loop Line" from Fort Erie to Glencoe, a distance of 145 miles and forming a portion of the "Grand Trunk," which has 2,911 miles of track, costing $258,457,582, and whose gross earnings for 1887 were $15,000,000.

In 1895 the Buffalo & Niagara Falls Railroad was purchased by the New York Central Company. The Central road, of which Buffalo is the western terminus, has 2,720 miles of track. Its cost was $163,415,115. The gross earnings of the road for 1887 were $22,416,698.

The Buffalo & Washington Railroad was organized on the 4th of February, 1865. On the 14th of April in the same year it was consolidated with the Buffalo & Allegany Valley Railroad Company and the Sinnemahoning & Portage Railroad Company, retaining the name of Buffalo & Washington. Later the name was changed to the Buffalo, New York & Philadelphia. This road, which extends from Buffalo to Emporium, Penn., a distance of 121 miles, was completed January 1, 1873, and is now known as the Buffalo division of the Western New York & Pennsylvania Railroad. The Pittsburg division of the road extends from Buffalo to Oil City, a distance of 140 miles. The Western New York & Pennsylvania system is composed of these two and the Rochester, River, and Narrow Guage divisions, having a total of 826 miles of road, costing $50,-526,051. The gross earnings of the road for 1887 were $2,367,937.

The year 1873 also saw the completion of the Canada Southern, which was opened for traffic November 15th. It extended from the Niagara River to Amherstburg, Ontario, near the mouth of the Detroit River, 329 miles distant. In 1878 the ownership of the road passed into the hands of a new company, and later it was leased to the Michigan Central Railroad Company, which is a part of the Vanderbilt system. The Michigan Central has 2,172 miles of road, costing $42,545,955. The gross earnings of the road for 1887 were $10,707,394.

In 1870 the Suspension Bridge and Erie Junction Railroad was built from Buffalo to the Suspension Bridge. It was completed in December and immediately leased to the Erie. The next railroad enterprise was the Buffalo & Jamestown. This road was completed from Buffalo to Jamestown, a distance of 68 miles, in 1875. In 1877 the company was re-organized under the name of the Buffalo & Southwestern, and on the 1st of August, 1881, it leased the road to the Erie, or what is now known as the New-York, Lake Erie & Western Railroad Company. This company has 2,016 miles of track, costing $179,045,185. The gross earnings of the road for the year 1887 were $15,490,456.

The New York, Chicago & St. Louis Railway, from Buffalo to Chicago, was completed in November, 1882, having been built in the short time of one year and eight months. It has 626 miles of track. It cost $74,830,020, and in 1887 its gross earnings were $8,203,317.

The Lake Shore & Michigan Southern, formed by the consolidation of the Buffalo & State Line with the Erie & State Line, Erie & Cleveland, and other roads, extends from Buffalo to Chicago. It has 2,155 miles of track. It cost $105,228,855. The gross earnings for 1887 were $14,133,596.

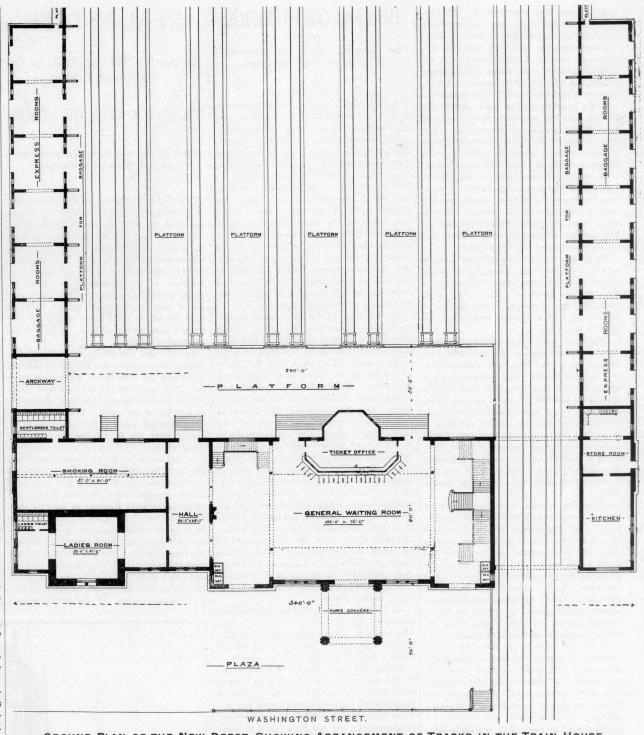
In 1883 the extension of the Delaware, Lackwanna & Western Railroad from Binghamton to Buffalo, a distance of 200 miles, was completed, thus opening to the city and forming a western terminus for a road having 1,899 miles of track, costing $118,-780,318, with gross earnings for the year 1887 of $21,091,677.

The Buffalo, Rochester & Pittsburgh, extending from Buffalo to Punxsutawney, Penn., a distance of 125 miles, was completed in August, 1883. This road has 846 miles of track, its cost was $21,393,537. Its gross earnings for 1887 were $1,216,679.

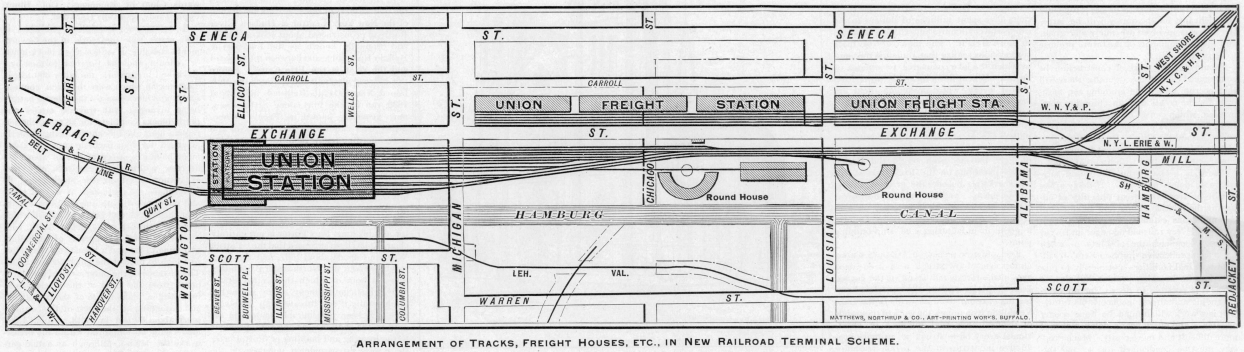
The New-York, West-Shore & Buffalo was completed to Buffalo January 1, 1884. It has 999 miles of track, costing $101,552,-487. The gross earnings of the road for 1887 were $5,493,416.

The Lehigh Valley road, which has extensive yards, coal docks, and many miles of track for its large and constantly growing coal and iron interests in the city, has a line of 844 miles of track, costing $58,-746,100. This road earned during 1887 $8,556,917.

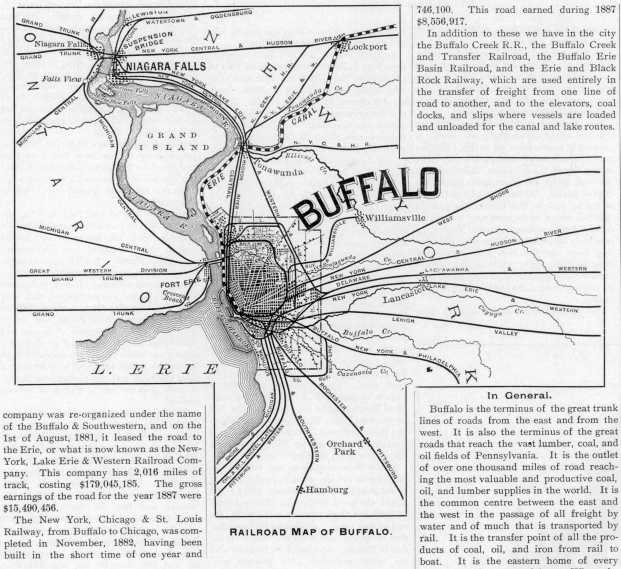
In addition to these we have in the city the Buffalo Creek R.R., the Buffalo Creek and Transfer Railroad, the Buffalo Erie Basin Railroad, and the Erie and Black Rock Railway, which are used entirely in the transfer of freight from one line of road to another, and to the elevators, coal docks, and slips where vessels are loaded and unloaded for the canal and lake routes.



GROUND PLAN OF THE NEW DEPOT, SHOWING ARRANGEMENT OF TRACKS IN THE TRAIN-HOUSE.



ARRANGEMENT OF TRACKS, FREIGHT HOUSES, ETC., IN NEW RAILROAD TERMINAL SCHEME.



RAILROAD MAP OF BUFFALO.

In General.

Buffalo is the terminus of the great trunk lines of roads from the east and from the west. It is also the terminus of the great roads that reach the vast lumber, coal, and oil fields of Pennsylvania. It is the outlet of over one thousand miles of road reaching the most valuable and productive coal, oil, and lumber supplies in the world. It is the common centre between the east and the west in the passage of all freight by water and of much that is transported by rail. It is the transfer point of all the products of coal, oil, and iron from rail to boat. It is the eastern home of every boat on the four great lakes. When the west and northwest shall become as thickly populated as Western New-York, Buffalo will be a city of one million inhabitants, with a railroad interest of a thousand million dollars.

NEW UNION DEPOT.

Plans for Giving Buffalo the Finest American Railroad Station.

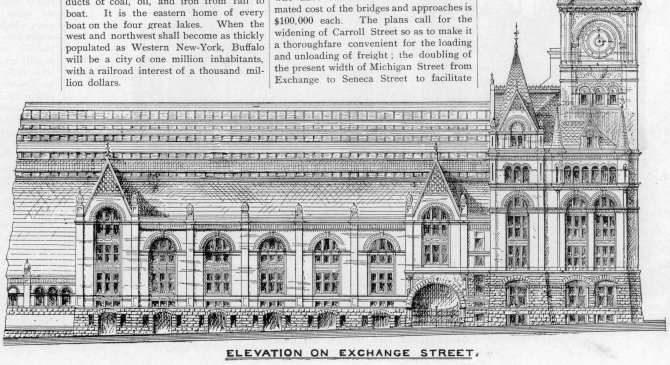
The efforts to solve the grade-crossing problem in this city have resulted in a grand scheme which has been authorized by legislative enactment, and will be brought to a speedy fulfillment. The plan was prepared by Mr. C. W. Buckholz of the Erie Railroad, from whose drawings the accompanying illustrations are made. The total cost of the projected improvement is estimated at between $2,000,000 and $3,000,000.

In accordance with the plan the roads entering the city will approach their terminus by a common route, the tracks of which will cross the streets east of Louisiana Street above grade, but run under Louisiana, Chicago, and Michigan streets. Those thoroughfares will cross the railroads by wide over-head bridges, extending from Seneca Street across the Hamburg Canal. The tracks are to run into the Grand Union Depot, which will front on Washington Street at the corner of Exchange. West of the depot the tracks of the New-York Central will cross Washington and Main streets below grade, coming to grade on the Terrace about opposite the foot of Franklin Street.

It is proposed to begin the depression of the tracks at Van Rensselear Street and continue the descent until a level is struck two feet below the present grade at Louisiana Street. This level will be continued to Michigan Street and thence carried into the Train-house at such a grade that the platforms of the cars will be on a level with the landings. Chicago Street can be bridged or closed in accordance with the value placed upon that thoroughfare by those who have occasion to use it. The estimated cost of the bridges and approaches is $100,000 each. The plans call for the widening of Carroll Street so as to make it a thoroughfare convenient for the loading and unloading of freight; the doubling of the present width of Michigan Street from Exchange to Seneca Street to facilitate heavy traffic; the abandonment of the horse-car tracks on Exchange Street east of Michigan Street, and the confiscation of the Continental Hotel property and the other buildings on Exchange Street opposite the Washington Block and on the east side of Washington Street between Exchange Street and the Hamburg Canal.

The Passenger Station provided for in Mr. Buckholz's plan merits description in detail. It will be the finest Passenger Station in the United States, with a Train-house more capacious than any other in this country, if not in the world. The Washington-street elevation represents an ornate brick and cut-stone building, with a frontage of 300 feet, seven stories high, covered by a mansard roof with numerous dormer windows, and over-topped by a massive clock-tower over 200 feet high. A paved plaza 100 feet wide separates the building from the street proper. Over the main entrances is a broad *porte cochere*, and to the right of this, about 75 feet further south, is a massive arch from which emerge the double tracks of the Central Belt Line and the Niagara Falls branch. The Exchange-street elevation drops to three stories after pass-

ELEVATION ON WASHINGTON STREET



ELEVATION ON EXCHANGE STREET.

ing the tower and continues for 300 feet. Beyond this stretches away the mammoth Train-house for 500 feet more. A heavy archway securely gated on this side furnishes an exit for all passengers leaving the depot. Some of the express and baggage-rooms are on this side, and the other express and baggage-rooms are in the corresponding building on the canal side of the station, which is separated from the canal by a driveway of ample proportions. The ground plan of the passenger station shows a general waiting-room, 76 by 132 ; a smoking-room, 37 by 81 ; a spacious ladies' room; wide hallways extending up to the roof to afford light and ventilation ; a grand staircase leading to the regions above from the hall on the right of the general waiting-room ; four elevators ; a spacious ticket-office, and a platform 50 by 280 between the waiting-rooms and the Train-house.

On the second floor is a restaurant, while all the floors above are given up to offices of the railroad companies making use of the terminal facilities. The south wing contains baggage-rooms, express-rooms, a store-room, and a kitchen, with offices on the two floors above.

The north wing, on the Exchange-street side, contains baggage and express-rooms only on the ground floor, with offices above.

The plans for the Train-house call for a grand arched structure, 108 feet high in the center and 280 feet wide, with 14 tracks and eight broad platforms between them. To appreciate the size of this building, it is only necessary to state that the Train-house of the Grand Central Depot in New-York is but 140 feet wide, while the present New-York Central Train-house in this city measures less than 100 feet from wall to wall.

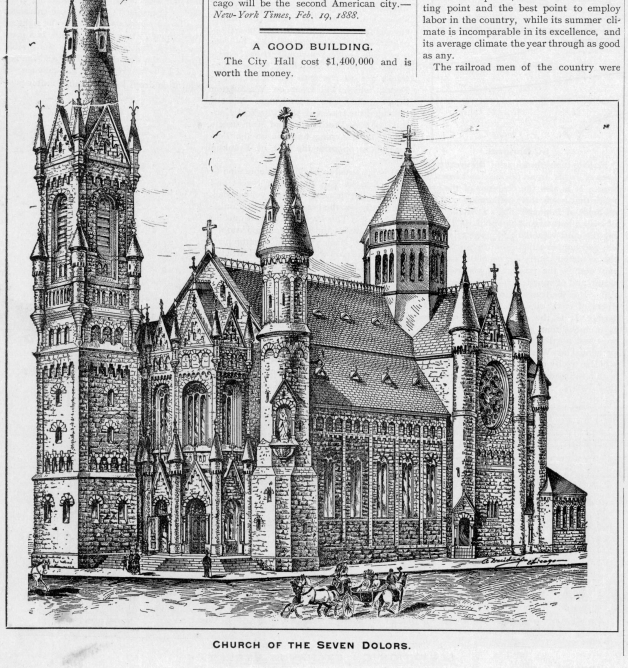
The estimated cost of the new Passenger Station complete is $700,000. The accompanying plans show the Washington-street elevation, a portion of the Exchange-street side, the arrangement of tracks in the great Train-house, and the system of approaches, freight-houses, etc., according to the new scheme. The land bounded by Michigan, Carroll, Alabama, and Exchange streets it is proposed to devote to Union Freight-houses, to which ample track approaches will be made as shown in the map.

By the law authorizing the construction of this great and needed work a commission is created, with power to enter into contracts with the railroads for the construction of the improvement. This commission is now waiting on the railroad companies, which, it is understood, are actively engaged among themselves in trying to form a terminal company, or, in other words, to adjust the proportion of the expense which each shall bear — a work of great difficulty and delicacy, for the outlay will be large, the interests involved are many and great, and the developments of the future promise to be greater still.

Should not the work of construction be commenced within six months, there will then accrue, under the enabling act, authority for the creation of an enforcing commission, which can go on and construct the work and assess the cost equitably upon the railroads and the City. Under these provisions this great improvement is sure to be constructed, and that with no great delay.

There is probably no disposition anywhere to delay the work. If delay arises it will be from the great difficulty of adjusting the relative rights and liabilities of the numerous extensive corporations concerned. Every railroad manager and every citizen recognizes the absolute necessity for a comprehensive improvement of railroad terminal facilities—not merely to provide for the booming present, but also, so far as it is possible to do so, for an ever-expanding and almost inconceivable future.

It is a work which must be done sooner or later — and every year's delay makes it more difficult and more costly. Much property must be condemned for it, and this property is increasing in value every day. The railroad traffic, both passenger and freight is increasing daily, and of course the insufficiency of the present facilities is increasing in the same ratio.



CHURCH OF THE SEVEN DOLORS.

BUFFALO'S FUTURE.

The Second City of America—A Greater than Chicago.

BY FRANK WILKESON.

DURING the present real-estate excitement which raged in the West, and which still continues in a less virulent form, and in the scramble to secure land near the sites of supposed great cities of the future, the advantages offered by towns nearer home have been almost wholly overlooked by Eastern investors. After mature deliberation, which was preceded by a careful inspection of the Western grain fields, of the iron mines of the Lake Superior region and those of the Rocky Mountains, of the natural channels of commerce, and of a hundred towns that dot the plains and narrow mountain valleys, I believe Buffalo, at the foot of Lake Erie, is to-day the most promising town in America in which to invest money or to engage in trade.

All the cities of the lower lakes, excepting Chicago, languished for years. Their streets were literally grass-grown and their remunerative commerce dwindled to utter insignificance. The truth was that there was not sufficient business to support all the towns. Buffalo, Erie, Cleveland, and Toledo were almost ready for the undertaker. Men impoverished themselves by long-continued payment of taxes on real estate lying in these cities, then, despairing of there ever being a development of the West, they almost gave their property away; and to-day the real estate that they so carelessly flung away represents large fortunes. The rise in the value of property in these towns, which were almost dead ten years ago, is permanent, and springs wholly from the development of the Northwest, and particularly from the development of the region lying around and west of Lake Superior. This region has proved to be the most productive of freight of all the lake regions, and the commerce of Lake Superior is still in its infancy.

As I have written, the life of the lake commerce lies in the up-cargoes of coal. The city that controls the supply of that article will control the commerce of the lakes. Buffalo has almost a monopoly of handling the up-cargo of coal, because the grain that is shipped by vessel from Duluth and Chicago to escape from the clutches of monopolistic railroad corporations has got to be discharged at Buffalo to secure cheap transportation via the Erie Canal to New-York. All the great coal-carrying transportation corporations have branches that terminate at Buffalo. And these corporations have spent millions of dollars to dig canals and coal-chutes and wharves on which to store freight. The managers of these corporations realize that Buffalo is the point at which the lake commerce terminates or begins. Wheat flows into this town from almost every wheat-producing field in America. It is the only city on the continent, except New-York, where the wheat from all the different fields meets. Buffalo millers can obtain any desired mixture of wheats, and they can produce every brand of flour that is produced in the United States excepting on the Pacific Coast. It will inevitably become the greatest milling city on earth. And it should be in the near future, and would be if its men were as young as those of Kansas City or Duluth, a great manufacturing and ship-building point.

Every furrow turned on Dakota's plains, almost every blow struck with keen-edged axes in the forests that stand on the rugged Lake Superior region, the ceaseless hammering of compressed air-drills in the Lake Vermilion iron mines, the work of thousands of Pennsylvania coal miners ; in short, almost every blow struck in primary productive industries in the region tributary to the Lakes adds prosperity to Buffalo—but, alas ! the leading men of Buffalo have gray hair. The vigor, snap, and bold enterprise characteristic of youth have departed from them. And it requires young men to build a city and to engage in risky enterprises. And these young men will go to Buffalo, and the names now famous in the history of that town will be unmentioned in the near future.

As I look forward to Buffalo's future, I am not at all certain that Chicago will be the largest city on the Lakes. I strongly incline to believe that the Erie Canal will eventually draw to Buffalo the commerce of a region which living men will see inhabited by 25,000,000 people, the larger portion of whom will be producers of primary products, and all of whom will be large consumers of coal and iron. If Buffalo secures this trade —and she can—then Buffalo and not Chicago will be the second American city.—*New-York Times, Feb. 19, 1888.*

A GOOD BUILDING.

The City Hall cost $1,400,000 and is worth the money.

REAL ESTATE.

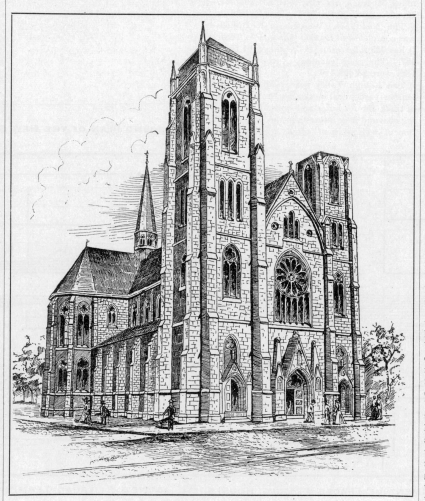
An Active Market, but no Inflation of Prices.

THIS IS A CITY OF HOMES.

Work of the Land Companies—Why so few Strikes in Buffalo.

BUFFALO has long been an active real-estate market. Old citizens say that as far back as 1832 real estate was booming. That was the time when fortunes were made in a day. Real-estate conveyancers find considerations in deeds of that day that would astonish some of our real-estate boomers of the present time. After the panic of 1837 real estate got a black eye. For a long time (and the writer recollects only as far as 1857) you could not give away a piece of vacant land ; in fact, it had no market value.

In 1852 the city limits were extended to their present dimensions, the people of Black Rock and the 18th Ward being then taken in. This made the territory covered by the city of Buffalo larger than that of the city of London at that time. The stagnation in the real-estate market continued until about a year after the War broke out. In 1862 some signs of life began to be exhibited. The real estate in the city was owned by a few men in comparison to the population, and these owners of the soil did very little to develop the city. For one thing, they allowed the Erie Railway to pass by their doors and locate its western headquarters at Erie (afterwards changed to Dunkirk). Another drawback was the want of sufficient banking capital. The few banks we had used their capital for the handling of grain and other transportation business, dividing the profits with the speculator or forwarder. The manufacturer, if he could borrow



ST. ANNE'S CHURCH.

money at all, had to pay sometimes as high as 18 per cent. per annum.

In the spring of 1869 the system of parks was begun. There had before seemed to be no boundary line of the city, but the lines of the park sharply defined the city limits, and from the time the parks were laid out real estate took a new start.

It is, however, within the past eight years that real estate has decidedly advanced. A number of causes have led to this. Buffalo has more natural advantages than any other inland city on the continent. It is decidedly the best point for manufacturing in the United States. At the foot of the Lakes ; at the head of the Erie Canal ; the greatest railroad center in the country ; connecting with all the Canadian railroads ; easy of access from all points, it is the best distributing point and the best point to employ labor in the country, while its summer climate is incomparable in its excellence, and its average climate the year through as good as any.

The railroad men of the country were the first to see this and to take advantage of the natural facilities. They have concentrated roads, trestles, wharves, and construction shops here to the great advantage of the city. Another important factor has been the development of the oil interests of Pennsylvania ; a large number of those engaged in that business have come here and have invested their profits in our real estate, and have established extensive new industries here.

Buffalo real estate is still below the prices of other cities of equal or less population. Sales have been made on Euclid Avenue, Cleveland, at from $1,200 to $1,500 per foot with a depth of 1000 feet, while the highest sale that has been made on Delaware Avenue is $500 per foot with a depth of about 1300 feet. This may be said also of business property. While real estate in Buffalo is in good demand at fair prices, we have not reached anything like inflation.

Buffalo is bound to continue to grow, and nothing can stop it. It is safe to assume that in the year 1900, when Buffalo will have a population of 500,000, real estate in all parts of the city will be worth four times what it is to-day.

Land Companies and Strikes.

"Did it ever occur to you," said a real-estate man, "that there are very few labor troubles in Buffalo—that the striker is a rare bird ?"

The newspaper man said it had.

"Well," said he, "I'll tell you one cause of it—the principal cause, I think. The land associations have done it. There is at least $6,000,000 worth of land held by these associations in the outskirts of the city. Most of it has been cut up into lots and sold on the installment plan. Now, I estimate that 60 per cent of our sober workingmen are interested in these lots. When a man has a lot on which he must pay a dollar a week or lose what he has already paid in case he gets very far behind, he isn't going to talk about striking, and he will discourage any agitator who tries to make trouble. There isn't another city in the country where so many people own their homes. That is the great reason why there are so few strikes in Buffalo."

So far as known, the first land company organized in Buffalo was formed in 1877 to sell land in East Buffalo. Speculation in real estate became active in 1880, reaching its climax in 1885 and 1886. In the two latter years most of the land companies were organized. It is estimated that there are now about 70 in Buffalo. In no other city in the country have land companies flourished so well, and no other city can boast so many.

The method of the company is this: A number of men, usually ten or twelve, buy a plot of land, pay 10 or 20 per cent. of the price down, and give a mortgage for the balance due, with a clause providing that the purchaser of each lot is released, upon payment in full, from the general mortgage. The land is divided into lots and sold on the installment plan, the buyer paying $10, $15, or $20 down, and signing a contract to pay a certain sum, usually $5 a month, thereafter, till his lot is paid for. If he neglects his payments for a specified time, generally three or six months, the property reverts to the land company, together with the payments already made. There are, however, very few delinquents who lose their land. The companies find that it pays to be generous. So far not 5 per cent. of all the thousands who have bought lots on the installment plan have fallen behind in their payments. The companies are usually able to wind up their business in the course of six or seven years.

It is to these companies that land in the outskirts of the city owes its marvelous rise in value in the last half-dozen years. As stated, the boom reached its greatest height in 1886, but there was no collapse at the end of that year. A collapse follows inflation of prices, and there has been no inflation in Buffalo. The Belt Line Railroad and the street railroads have brought property which used to be out in the country within easy access from the business part of the city, and dwelling-houses are going up rapidly upon land which was farmed but a little while ago. As a result it would hardly be possible for property-owners anywhere within the city line to lose money on their investments.

A Presidential year is not a good one for the land companies, and most of them have been content with the monthly installments of those who have already invested without selling many more lots. But the prospects are thought to be bright for a bigger sale than ever next year. The savings and aid associations help greatly in the improvement of property by the poorer classes. By means of these co-operative organizations a man is enabled to borrow money on his real estate and use it to pay off his installment mortgage. Many of the land associations are also building associations. Especially is this true on the East Side, the associations building houses in great numbers for the working men, the latter usually paying $300 down and giving a mortgage for the remainder. In this way hundreds have been provided with homes.

Buffalo has grown rapidly, and the value of her real estate has kept pace with her growth. The prices of land in the business portion of the city will show that better than anything else. This city is a good place to buy land, year in and year out. There are few fictitious values, and the rise in prices is usually steady and strong. Many men have realized great profits in a very short time, but generally such cases were caused by some unexpected improvement of the land.

Buffalo city bonds float easily, and though at a low rate of interest command a high premium ; improvements have been extensive in recent years, and numbers of capitalists from other cities have been attracted by the comparatively low price of land. All these things have contributed to the "boom." The great rise in the price of land in the outskirts of the city brought up prices "down-town." Large sums have been made and are being made in land on Ferry Street and Richmond, Howard, Ashland, and Glenwood avenues, and on "the Hill," as the neighborhood of the Niagara Hotel is called. Land on Front Avenue above Richmond Avenue which sold for $10 a foot six years ago, now brings $150 ; property on Bouck Avenue which sold for $18 or $20 before that avenue was paved with asphalt three years ago now sells for $50 in some places, and near Delaware Avenue for even $70 ; Walden Avenue land which brings $30 a foot now sold for $8 before that street was paved four years ago.

FORT PORTER.

Its History and Condition—It has Never Been Armed.

BY CHARLES HAY, 1ST LIEUT. 23D U. S. INFANTRY.

FORT PORTER is pleasantly situated within the city limits of Buffalo, on the right bank and near the head of the Niagara River. Its latitude is 42 degrees 53 minutes N., longitude 1 degree 52 minutes W. from Washington, altitude 600 feet. The post is on grounds belonging to the United States, acquired partly by purchase and partly by cessions by the State of New York. These grounds comprise about 28½ acres, about half of which is generally used for the purposes of the post ; that occupied by the buildings is elevated on a bluff some 60 feet above the level of the river, and about 200 yards distant. The location is considered very healthful ; and it commands a fine view of Lake Erie, Niagara River, the Canada shore, and a portion of Buffalo.

At the foot of the bluff mentioned passes the double track of the Niagara Falls branch of the New York Central & Hudson River Railroad (constructed about 1852 and 1853, and originally known as the Lockport & Buffalo Railroad), and between the railroad and the river is the Erie Canal. Before this railroad was built and operated the Buffalo & Niagara Falls Railroad, built about 1836, ran by the Fort along Sixth street, now generally known as Front Avenue. Street cars run within two blocks of the post, affording ready facilities for reaching any part of Buffalo or Black Rock.

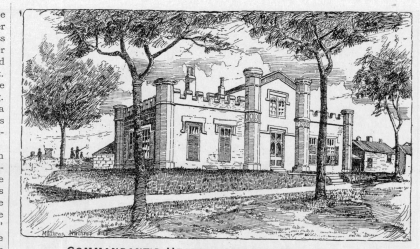
The Fort Porter grounds were formerly within the corporate limits of what was known as the south village of Black Rock, but some 30 odd years ago it became a part of, or was absorbed into, Buffalo, and remains so still. The specific reason, if any, for establishing Fort Porter is not entirely clear. It has been surmised that the "Patriot War" in Canada about 1837, and the later troubles about the Northwestern boundary lines, in both of which the United States and British governments were somewhat unpleasantly if not threateningly involved, may have been considerable factors in regard to the matter. At any rate, previous to the locating and building of Fort Porter there were no permanent defenses on the United States side of the Niagara River except Fort Niagara at its mouth. It is said that during and for a while subsequent to the War of 1812 there were some temporary redoubts along the river, but these have long since disappeared. One of these was Fort Tompkins named in honor of Gov. Tompkins of this State—and was situated on the bluff above the present Buffalo Water Works between or about Front Avenue and Seventh Street, within a few hundred yards of old "Fort Porter." The Historical Society of Buffalo has a 12-pound shell that was supposed to have been fired from Fort Erie into Fort Tompkins in the War of 1812, and which was discovered a few years ago about two feet under ground in the vicinity mentioned.

After the fall of old Fort Erie on the Canada side, and after the battle of Lundy's Lane in 1814, the troops in and around Buffalo were encamped near the present site of Fort Porter. It might appropriately be stated here, as rather tending to support the reasons or surmises already mentioned why Fort Porter was established, that soon after the "Patriot War"—about 1838 or 1839—and before Fort Porter was really determined upon, a garrison of troops was established in Buffalo, and retained for some six or seven years, until probably Fort Porter was so far advanced as to become a fixed practical fact ; or perhaps the border troubles became less a matter of serious concern.

This post, or garrison—apparently intended only for temporary purposes—was known as Buffalo Barracks—some have stated that it was named Poinsett Barracks, after the Secretary of War in Van Buren's Cabinet. It was built on the tract bounded by Main, Allen, Delaware, and North streets, the ground being owned by E. Walden and Wm. W. Smith and leased from them by the Government for short periods, as appears from leases made by Captain Ogden, A. Q. M., and Lieut. Chapman, A. A. Q. M., as recorded on pages 98, 99, and 100, liber 62, and page 314, liber 68, of deeds in the Erie County Clerk's office. Colonel Bankhead and Colonel Bennett Riley were among the commanding officers ; Captains Hannibal Day, S. P. Heintzleman, and Silas Casey and Lieuts. E. D. Townsend and W. P. Barry, who attained prominence in the War of the Rebellion, were some of the other officers. Six companies—A, C, D, G, H, and K—of the 2d Artillery were the garrison about 1840 and 1841, and in 1844 it consisted of four companies of the 2d Infantry, about which latter year it is supposed the temporary post was discontinued ; after which it was never occupied.

Except during the War of 1812, previous to about 1838, when the Buffalo Barracks just mentioned came into existence, it is thought there is no military history or annals pertaining to Buffalo, and that what there may be is comprised within the past fifty years and principally centres about Fort Porter.

In 1840 a defensive work near Buffalo was particularly recommended by the Engineer Department, and in 1841 an appropriation of $50,000 for this purpose was made. The present site of Fort Porter and



COMMANDANT'S HEADQUARTERS AT FORT PORTER—FORMERLY THE MACKAYE HOUSE.

the Government Reservation at the mouth of Buffalo Creek were both examined, and both found suitable, Fort Porter being decided upon as first in importance, though it is said that another work was intended to be built at the mouth of Buffalo Creek in support of the one at Fort Porter ; but the second work was never even begun.

In 1840, 1842, and 1844, the New-York State Legislature made various cessions of its State Reserve to the United States for military purposes, the Government thus acquiring a strip of ground along the Niagara River and Black Rock Harbor from the line of Connecticut Street to a little south of the line of Sixth Street or Front Avenue, and from the water to the top of the bluff.

In 1842 the Government purchased from private parties blocks 167, 168, and 188, in the then south village of Black Rock, which joined with each other and abutted upon the ceded tract. The whole now constitutes the public grounds pertaining to Fort Porter.

In the Spring of 1843 work on the Fort was begun, and, as well as can now be ascertained, it was completed about 1850, though some authorities state that it was finished before that time. The location is about where Rhode Island and Fifth streets would intersect if extended.

The work was planned by General Totten, Chief of Engineers, and carried on under the supervision of Captain Fraser of the Engineer Corps up to the time of the Mexican War, Lieut. Tropier of the Engineers then succeeding Capt. Fraser. Other Engineer officers were subsequently in charge, viz : Lieut. Meigs, afterwards Quartermaster-General ; Lieut. Newton, afterwards Chief of Engineers ; Col. Blunt, Capt. Tardy, and Col. Harwood.

A newspaper description published in 1861 states that the work, in the Government catalogue, is set down as a block-house or redoubt, and the Fort was formed by a glacis and breastwork, the latter 300 feet in diameter, in which were the ditch, counterscarp, and block-house—the exterior battery being arranged with traverse circles and pintle-blocks complete for 28 guns, the terreplein upon the blockhouse being similarly arranged for four barbette guns, the armament having a sweep of fire of about 110 degrees ; within the breastwork, in a deep excavation or ditch, the block-house, 62 feet square, was situated ; it was of stone and bomb-proof, with one tier of casemates over the kitchen and barracks, above which was an earthwork many feet in depth, with one stratum of 1,000 barrels of asphaltum and mineral tar and a breastwork about five feet high to protect the guns worked there. The distance of the outer work of the block-house from the crest of the glacis was 84 feet, with a plane inside of the breastwork and extending to the crest of the counterscarp about 90 feet in width. About 1,000 men could be employed within the breastworks for defense, although an actual garrison of only 300 would be required. *Harper's Weekly* of September 28, 1861, gives a sketch of Fort Porter as it then stood.

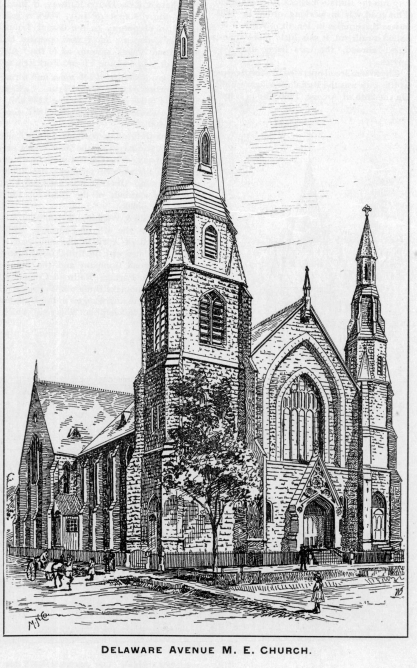
It does not appear that the armament of Fort Porter was ever made, but for some ten years there were upon the grounds 34 large guns belonging to the Navy, ten 64-pound columbiads and 24 32-pounders. In September, 1861, these were shipped to St. Louis to equip the gun-boats then building at that and other ports on the Mississippi river.

Fort Porter was named in honor of Gen. Peter B. Porter, a distinguished volunteer officer of the War of 1812, Secretary of War in 1828, and at one time part owner of Niagara Falls.

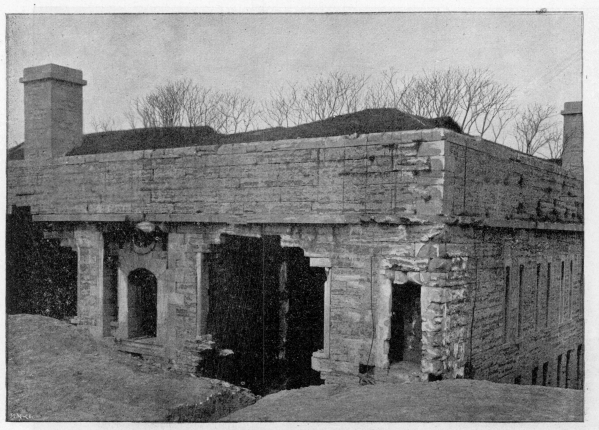
Besides the Fort, the other improvements on the grounds were the substantial stone residence and stable built on Block 167 in 1887 by Col. James McKay when he owned the land, which passed to the Government on its purchase of the ground in 1842. Steele Mackaye, the actor, is a son of Col. McKay, and was born in the residence mentioned. The buildings are still standing ; the residence, commonly known as "The Castle," is in a good state of preservation, and is occupied as the commanding officer's quarters ; the stable has been used successively as a garrison stable and a guardhouse, and is now occupied as workshops.

Up to 1861, Fort Porter was solely under the auspices of the Engineer Corps, with an ordnance sergeant, or some one especially employed, in immediate charge. But about August of that year Hon. E. G. Spaulding, then a Representative in Congress, obtained an order from the Secretary of War directing its occupation for organizing volunteer troops. The first volunteers who rendezvoused there were the 2d Buffalo regiment, under Gen. Bidwell, and an artillery company under Major Weidrick. From that time on throughout the Rebellion it was used as a military camp for the collection, organization, and instruction of volunteers. The Fort buildings affording insufficient accommodations for these purposes, temporary buildings or sheds for shelter, drilling, cooking, &c., were put up on the grounds, and remained there until early in 1866, when the place was ordered abandoned as a garrison post, and was in process of abandonment, the buildings having been sold and partly removed and the records sent to the Adjutant-General at Washington, when the Fenian raid on Canada in June, 1866, brought troops to Buffalo, and as this vicinity was the theatre of the Fenian operations, they crossing the Niagara river from the United States to Canada near Buffalo, it was deemed advisable to again establish a garrison at Fort Porter, and from about that time dates its permanent character as a regular garrisoned military post. During the succeeding summer and winter the troops were in tents, but in 1867 frame buildings—quite plain in appearance and in a manner temporary in character—sufficient for a garrison of two companies were built. These served their purpose until the spring of 1887, when the construction of new and better buildings was begun. From May, 1887, to February, 1888, barracks, offices, bakery, subsistence storehouse, guardhouse, magazine, and three double sets of officers' quarters were built. In the course of another year it is expected that all the buildings necessary for a two-company post will be completed, and the remaining old buildings demolished, nine having been removed in March and April, 1888.

The original Fort Porter, meaning the work constructed by the Engineer Corps, is now commonly known as the "Old



DELAWARE AVENUE M. E. CHURCH.



RUINS OF OLD FORT PORTER.

Fort," and is completely in ruins. The blockhouse or "keep" within the excavation was mysteriously burned during the night of November 24th and 25th, 1863, supposably an incendiary act.

The Park Commissioners of Buffalo, by authority of the Secretary of War, made a walk and driveway during 1884 along the crest of the bluff, and this necessitated the tearing down of the hotshot tower at the western angle of the breastwork, as also leveling a portion of the wall. The remainder of the glacis and revetment wall was leveled during 1887 by the Post Quartermaster to give room for building according to a newly arranged plan of the post. The excavation has been partly filled up, and all that now remains of the "Old Fort" is the ruined blockhouse in the partly filled excavation, and this will doubtless soon disappear.

In 1870 Congress granted permission to the city of Buffalo, through its Park Commissioners, to improve and beautify the grounds of Fort Porter in connection with the Park, according to plans approved by the Secretary of War. In accordance with this permission, the strip along the bluff between the line of Vermont and Connecticut streets and southwest of the line of Fourth Street has been handsomely improved, as also the driveway and walk carried along the bluff north of this and beyond the "Old Fort." The post cemetery having been situated on the bluff near the city Water Works, its removal was necessary in order to properly extend the drive to Front Avenue. Accordingly, the City bought a lot in Forest Lawn Cemetery (the title to which remains with the City) to be used solely for burial purposes for Fort Porter, to which all the bodies in the post cemetery were transferred in 1889, and all interments from the post have since been made therein.

Since 1867 Fort Porter has been garrisoned as follows: Battery L, 1st Artillery, and Co. C, 42d Infantry, from 1867 to 1869; Co. G, 1st Infantry, from 1869 to 1873; Co. C, 1st Infantry, from 1869 to 1874; Headquarters and band, 1st Infantry, from 1876 to 1871; Co. A, 1st Infantry, from 1873 to 1874; detachment Third Artillery, from 1874 to 1875; Co. K, 22d Infantry, from 1874 to 1876; Co. B, 22d Infantry, from 1874 to 1879; Co. G, 22d Infantry, from 1876 to 1879; Headquarters and band, 23d Infantry, from 1878 to 1879; Cos. G and F, 10th Infantry, from 1879 to 1884, and Cos. C and D, 23d Infantry, from 1884 to the present time. Among the commanding officers have been Gen. M. D. Hardin, Gen. R. C. Buchanan, Gen. D. S. Stanley, Col. E. S. Otis, Col. John Hamilton, Col. John Mendenhall, Col. Isaac D. DeRussy, Col. Robert H. Hall, Col. H. R. Mizner, Col. J. S. Fletcher. The officer now in command is Maj. Samuel Ovenshine, 23d Infantry.

THE WATER SUPPLY.

Its History, Cost, Present Magnitude, and Prospects.

By L. H. Knapp, Superintendent.

THE Water Works Department of Buffalo has had an eventful history since its establishment 60 years ago. The first water supply company organized in the city was the Buffalo and Black Rock Jubilee Water Works Company. The organization was effected in 1826, the company being incorporated the following year with a capital stock of $20,000. The first pipes laid by this company were of wood. Sixteen miles were laid before 1832. The source of supply was the Jubilee Springs, located on Delaware Avenue, near Cleveland Avenue, where the small stone building of the works still stands. No pumps or machinery of any kind were used, the source of supply being higher than any of the localities supplied with water. The works are now handled by commissioners who are appointed by the City.

The Buffalo City Water Works Company, of which the Water Department is the successor, came into existence in 1849, an act incorporating it having passed the Legislature March 15th of that year. The capital stock was fixed at $200,000, with power to increase it to $500,000. The City was empowered to assume control of the works at its discretion at any time within 20 years from the date of the charter. In 1850 the Common Council voted to subscribe $100,000 to the capital stock of the company but the Mayor questioned the prudence of the measure, and as a result the action was reconsidered and the City refused to subscribe. The then recent burning of the American Hotel and other buildings showed the citizens the necessity for the works, but they were slow to come forward, and it seemed as though the project would fall through for lack of funds. At this juncture Joseph Battin of Newark, N. J., and Charles B. Dungan of Philadelphia, capitalists and contractors, subscribed an amount sufficient to secure the construction of the works, with the tacit understanding that the contract for their construction should be awarded to them. The propositions of the firm were submitted, with the plans, to Mr. W. J. McAlpine, a well-known engineer, whose report to the Council resulted in the selection of the present site of both the works and reservoir. The contract for building the works was awarded to Battin, Dungan & Co., at their bid of $375,000.

Ground was broken for the shaft and tunnel July 29, 1850; for the reservoir August 12th, and for the pumping-house, boiler-house, etc., on September 12th of the same year. The work was rapidly pushed, the reservoir being completed November 19, 1851, the last pipe connecting the reservoir with the distributing mains being laid December 3, 1851. The tunnel connecting the pumps with the river was finished December 18, 1851, and on December 19th of the same year steam was raised for the first time. The reservoir stops were opened at 11 a. m. January 2, 1852, and the works thus formally opened.

The citizens quickly realized the benefits of having water from that greatest and purest of fresh-water streams, the Niagara River, and at the end of two years there were 1,036 consumers taking water from the company.

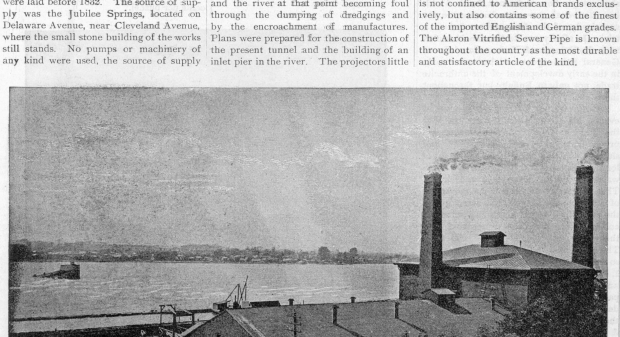
During these years the City had been paying to the old company $20,000 per year for the use of the water. In 1868, with a poor supply of water, the water company raised their charge to $50,000, which the City refused to pay. Acting under the authority given them in the charter of the company, the City took measures to acquire the works. An act was passed by the Legislature in the winter of 1868 enabling the City to issue bonds for the purchase of the works, the price paid being $705,000.

The works at this time being inadequate for the wants of the people, those living in the higher parts of the City being unable to secure water on account of the low pressure, a contract was entered into with the Holly Manufacturing Company of Lockport for one of their pumping engines in order to meet the wants of the rapidly improving localities on high grounds. This engine began running January 9, 1871, and has done continual and efficient service ever since.

In 1870 it again became evident that something must be done to further improve the supply, the old tunnel being too small and the river at that point becoming foul through the dumping of dredgings and by the encroachment of manufactures. Plans were prepared for the construction of the present tunnel and the building of an inlet pier in the river. The projectors little thought of the difficulties they would encounter before the work should be fully completed.

With the improved water supply and under the direct management of the City, the department has become one of the most important in the municipality. There are at present 250 miles of pipe laid, with 2,300 fire hydrants. During the past five years, to meet the demands of the growing city, the Commissioners have laid 100 miles of pipe, being more than double that owned by the old company at the time of its purchase by the City. There are now 30,000 taps in use, supplying not less than 50,000 families and business places with water. The revenue of the department this year will be $500,000, and shows a steady increase yearly, notwithstanding the fact that rates have been reduced 50 per cent. to consumers, manufacturers being supplied at three cents per 1,000 gallons, being lower rates than those given by any other city in the country. The net cost of the works, from their purchase to date, is nearly $5,000,000, which is fully covered by property in the possession of the Water Department. The works under the efficient management of the board are conducted on business principles, the aim being to make the revenue of the department meet all expenditures, such as interest on bonds, the running expenses, and the extension of the plant by the laying of from 15 to 20 miles of mains each year. The employees of the department are appointed by the board and are not removed except for incompetency, many of them having been in the department ever since the City purchased the works.

The present capacity of the works is 55,000,000 gallons per day. The Water Commissioners have under contract additional pumping engines. These, with the improvements that have been made in the new tunnel, will nearly double the capacity of the works.



PUMPING STATION CITY WATER WORKS.

BUFFALO LIME.

A Product of Well-Known and Undisputed Excellence.

THE success of the builder's trade depends in great measure upon the quality of the materials used. It is necessary that the parts of a structure shall be of the required standard or there will be a failure in the general result. Without good lime, for instance, there can be no good building.

Mr. J. H. Ross of No. 141 Erie Street has been known for some time as the manufacturer of a grade of lime which challenges comparison with any other in the market. Buffalo lime has won a high place in the estimation of builders, and its manufacturer is certain of a constantly increasing trade. Mr. Ross also deals largely in plaster and cement and is the exclusive agent for "Best" Ohio Sewer-pipe. The State Land-Plaster which he sells is used largely as a fertilizer, and by many is regarded as equal to phosphate and other costly chemical fertilizers.

Mr. Ross handles the first quality of Plaster of Paris from the Nova Scotia quarries. The Nova Scotian peninsula is known to produce the finest quality of the plaster stone. Among the brands of this commodity imported from that region the "Newburg" and the "Diamond" are considered the best. These two grades are kept constantly in stock, and orders for large quantities can be filled without delay. The stock of cement on hand in Mr. Ross's storehouse is not confined to American brands exclusively, but also contains some of the finest of the imported English and German grades. The Akron Vitrified Sewer Pipe is known throughout the country as the most durable and satisfactory article of the kind.

Mr. Ross is prepared to furnish all of the requisites to fine finishing work on buildings and machinery. The best quality of plastering hair to accompany his famous lime; material for setting up boilers and furnaces; colored and fancy finishings for hard walls and ceilings; blackboard preparation, and everything essential to successfully performing any fine piece of mason or plaster-work. To those desiring to purchase articles of this nature, we recommend a visit to No. 141 Erie Street. All orders will be promptly filled, and all may rest assured that their wants will be supplied in a satisfactory manner both in regard to material and price.

STEAM FARMING.

How Buffalo Provides the Means for it.

Almost Everything Done by Machinery in the Wheat Country.

THE one art upon which the structure of society is absolutely dependent is that of agriculture. The railroad, the canal, the locomotive, and the steamship are but the instrumnts by which that art is extended or by which the results of its extension are made available. For one who has never given the subject more than passing attention, it is difficult to realize how intimately connected are the various phases of commercial success or depression with the prosperity of the agricultural population.

But if society is dependent upon the farmer for its existence, the farmer in his turn is dependent upon the artificer and inventor for the implements which make his avocation easy and profitable. The crooked sticks which the Egyptian fellaheen use for plowshares may do fairly well in the rich, alluvial valley of the Nile, but in more stubborn soils the plowman must have a better tool. A clump of brush may harrow the mellow fields of India, but when it comes to crushing and pulverizing the clods of the Northern steppe a staunch her implement is needed.

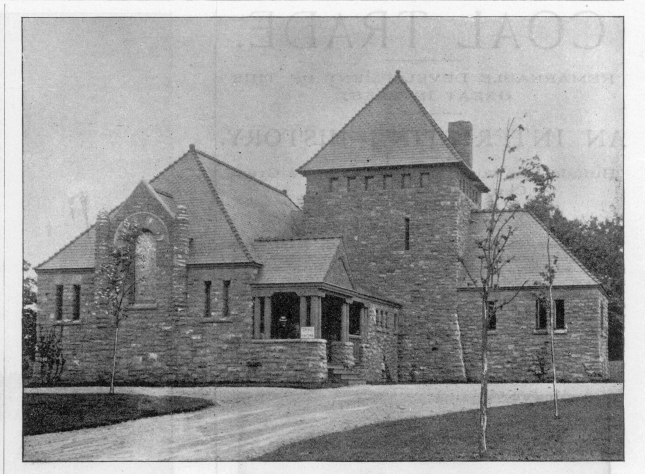
It is safe to say, in these days of cheap transportation and sharp competition, that if any art is absolutely dependent for success upon the efficiency of its implements, that art is agriculture. To the traveler who passes over the American prairies, there is no sight more wonderful than the operations of tillage as they are there carried on in the modern wholesale way. Who has not seen a picture of a wheat harvest on one of the boundless farms of the West? The miles of waving wheat; the great reaping machines cutting swaths a dozen feet in width and binding the grain and throwing it out upon the stubble with wonderful rapidity and precision; the threshing-machines in the distance, each coupled by a glistening, speeding belt to an attendant engine; the busy threshers crowding the never-ending stream of bundles into the maw of the insatiate machine; the loads of grain constantly arriving and discharging; the long rows of bags filled with the perfectly cleaned grain; the puffing engine throwing a long, lazily curling ribbon of smoke upward against the horizon; and around and over all a glowing sky, filled with the soft, smoky, haze of the midsummer — who has not seen such a picture?

And have you seen the engines, which a little while ago were used to run the threshing machines, engaged in plowing? Have you seen a traction engine drawing a gang-plow, which turns up a strip of land a rod wide as it goes along? Have you seen the same engine taking the grain to market, drawing a dozen lumber-wagons, each one carrying 75 bushels of wheat, all moving slowly and steadily along like a file of trained soldiers? These things may all be seen on the great wheat farms. And the same engine which has been used to thresh and plow and draw the grain to market, has many other uses. It grinds the grain for the family and the stock; it cuts the feed for the cattle; it saws the wood in the river-bottoms; it drills the artesian wells for the supply of the farm, and when the well-borer has been drilled it pumps the water. These are a few of the many uses to which the traction engine is put on the Western farm. It is not alone the bonanza farmer whose work is done by these untiring machines. The farmer who possesses but a few hundred acres frequently owns one, and makes it a source of profit. As we come farther East the same machine is employed for even a greater variety of uses. A neighborhood sometimes keeps one at work continually. The portable saw-mill, the driven-well, the threshing machine, the quarry pump, the cider-mill, all these are employers of the traction engine.

The farmer of the far West as well as his Eastern brother has long looked upon Buffalo as the city from which agricultural implements of the best quality came. Especially has this been true in the matter of threshing machines and portable engines. Buffalo is deservedly famous for the growth of her industries and the character of her manufactures in this very important line.

Among those institutions which have become world-famous by reason of their products, the Pitts Agricultural Works stands at the head of the list. These works were established by John A. Pitts in 1831. Mr. Pitts was the inventor of the grain thresher, and the success of his machine encouraged him to begin its manufacture. The threshers of that day were all operated by horse-power, and when the new machine was introduced, and was seen by the farmers threshing and cleaning 400 bushels of grain a day by the labor of ten or twelve horses, it was said by the knowing ones that the genius of invention could go no farther and that threshing had now reached perfection. The invention of the threshing-machine marked the beginning of a development in agriculture such as had not been dreamed of.

The flail was displaced, never to be utilized again; the hardest task in preparing the grain for consumption had been simplified; the sickle, the scythe, and the cradle soon disappeared, the reaper became the harvest implement of the world, the milling industry was revolutionized; roller-mills replaced the old hand-sharpened stone of the proverbial miller; the grain product of the world was doubled; the hosts of trade were augmented by forces which before had misapplied their energies; the iron bands of the railroad stretched across the plains, and the grain of the prairies flowed in ever-increasing streams to the ports of the East. And all this is within the memory of the present generation. We all know how the "Great American Desert" has been developed into the richest territory under the sun; we know that it has all come about since the invention of the thresher, and more particularly of the steam thresher.



THE BUFFALO CREMATORY.

The industry had been well begun, and its success assured, when Mr. Pitts died in 1859. Mr. Pitts was succeeded by his son, Mr. John B. Pitts, and his son-in-law, Mr. James Brayley. These gentlemen continued the business under the firm-name of Brayley & Pitts, and with a success as decided as it was deserved. For nearly 20 years the business grew steadily. The shops were enlarged from time to time, new machinery and new devices were introduced, the thresher was improved from year to year, and when the firm was dissolved in 1877, and "The Pitts Agricultural Works" incorporated, the evidence of that prosperity which comes from intelligent management and the manufacture of reliable products was unmistakable. The capital stock of the new corporation was $300,000. For the next two years the progress of the company was even greater than had been that of the antecedent firm. The steam-thresher was already a standard machine, and the labor of experiment was now ended. In its place was substituted the labor of introduction. The American farmer was quick to see the advantage of the new thresher; he adopted it as soon as possible; the foreign agriculturist was equally desirous of adopting it, and it was rapidly being introduced into other countries when, in July, 1879, the whole establishment, with its plant of machinery, patterns, tools, and appurtenances was destroyed by fire.

The work of rebuilding was begun immediately, and by the ensuing February the works had been replaced, an entire new plant put in position, and everything made ready for continuing to supply the great trade which had been established.

The works now cover four acres of ground and comprise one of the most extensive plants in the country.

Besides the foundry, there are blacksmith, machine, wood-working, engine, and paint-shops. No firm of similar character in the country has a larger outfit. The capacity of the works and the value of the annual output can best be determined by the statement of a few related facts. Over 300 men are given steady employment by the company, and of this number the majority are skilled workmen. They turn out upwards of 800 threshers and over 400 engines a year. The Pitts Engines and Threshers have been introduced into every country on the globe, and it is not too much to say that the Pitts machinery is more widely known than any other of its class.

The company build a variety of engines, both common and traction. They also manufacture a species of semi-portable engine for light work, both agricultural and manufacturing. These engines are manufactured with especial regard to economy of fuel and space, and to securing the largest amount of power. They will burn coal, wood, or straw, either separately or in any combination desired, the only alteration necessary being the changing of the grates. They generate steam rapidly, furnish their rated power, and are in all respects trustworthy and economical. The threshers it would be difficult for us to describe. They are made as light as is compatible with durability, and are specially calculated to stand the wear and tear resulting from use in a rough country. They are noteworthy for simplicity, neatness, capacity for a large amount of good work, and for cheapness. There is little more to be said. The intending purchaser cannot do better than go to the Works at the corner of Carolina and Fourth streets and examine these incomparable machines and engines for himself. If he cannot go he will do well to send for the catalogue of the company and obtain full information from the most authentic source.

We have seen how from a small beginning the Pitts Agricultural Works have been developed. The work begun by John A. Pitts has gone bravely on. The horse-power has given place to the steam engine, and the Pitts threshers and engines are now known throughout the world. On the prairies of Dakota and all the Western United States, on the steppes of Russia, on the plains of the Spanish highlands, in the Australian grain region, in the fertile fields of New-Zealand, on the flower-studded pampas of the La Plata, and wherever improved methods in agriculture have obtained — there may be heard the whistle of the Pitts engine.

THE CREMATORY.

Provision for Quick and Reverential Burning of the Dead.

THE Buffalo Cremation Company (limited) was organized in May, 1885, under the general incorporation act of the State, and the Crematory was opened the same year. Its capital stock is $15,000, divided into 600 shares of the par value of $25. There still remain over 100 shares unsubscribed. The directors are Charles Cary, M.D. (president); D. W. Harrington, M.D. (vice-president); John Satterfield; Francis R. Delano; Cyrus K. Remington (secretary); James S. Metcalfe (treasurer); Roswell Park, M.D.; David Tucker, and Charles Kamper.

The Crematory building is situated on Delaware Avenue, fronting Forest Lawn Cemetery. It can be reached in half an hour from the City Hall. It is a handsome building of red sandstone with a square tower and slanting roof. It looks more like a small basilica or mediæval chapel than anything else. Its chancel is decorated in the early Italian manner. The windows of rich stained glass diffuse through its interior the "dim religious light" so appropriate to funeral scenes.

The conditions required for cremation are simple, and as follows: Each body intended for cremation must be accompanied by the customary transit and burial permit, and also by the affidavit of the attending physician. The body should be dressed as simply as possible, and should be enclosed in a plain and cheap coffin. Both expensive clothing and coffins are to be avoided. Bodies may be sent by express, and will be received by the company, provided the proper certificates and remittances are sent in advance. If it be desired by the friends that the incineration should be conducted privately this will be done.

The system of incineration adopted at the Buffalo Crematory is known as the Venini System. Briefly described, it is as follows: In the basement is a gas generator which is a fire-pot four feet deep and two wide. The air for combustion is admitted through a grate at the bottom, but is not sufficient to allow of the combustion of the entire mass of small wood which is put on the fire. The necessary result of this arrangement is that the fire at the bottom distils the wood at the top; then the gases of combustion and distillation of wood are carried to the back end of the incinerating chamber, which is on the floor above. Here these gases are met by air heated in a chamber outside the furnace, where the two are ignited by a fire which is kept burning just under their point of union. The Bunsen flame thus produced is thrown quite across the incinerating chamber, and thence is carried by a flue into the basement, thence to a chimney 40 feet high, and so out into infinite space. The Bunsen burners, thus playing directly on the body, liberate the gases of the body, which gases, being burned in the retort, are conveyed to the flues beneath, and here another Bunsen flame ignites such material as has not been consumed in the retort; while at the foot of the chimney a third burner finishes the process of combustion.

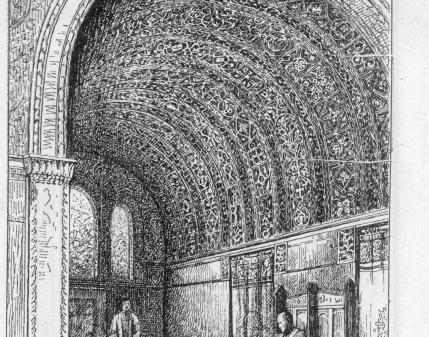
The actual ceremonies which take place at the incineration of a body are about as follows: Let us suppose the hearse to convey the body to this Temple. The undertaker removes it from the coffin and places it on a bier, as is done at an ordinary burial. Meanwhile the relatives and friends enter the Crematory chapel, which forms one of the rooms of this temple of incineration. The clergyman passes behind the organ to take his place in the chancel. The bier rolls silently into the chancel (moved by machinery) and the organist begins the prelude to a funeral chant. The ceremony is then continued in accordance with the wishes of the survivors. The surroundings and general appearance at this stage present very slight differences from an ordinary funeral.

The chancel is a pleasant spot, being beautifully decorated in the Italian style. All the surroundings manifest respect for the dead and regard for the feelings of the living, and are entirely unexceptionable.

The service finished, the bier glides noiselessly from sight. The crowd then disperses, and the incineration takes place in strict privacy; after which the undertaker receives the ashes, which are either buried (as the body would have been) or else are left to form the nucleus of a columbarium. For those so desiring, urns are furnished by the company, in which the ashes may be deposited, as was done by the ancient Romans. These urns can later on be placed in a marble vase or sarcophagus, or may be left in the temple pending the decision of the relatives and friends. The urns furnished by the company are plain or decorated, according to the survivors' wishes, and made of terra cotta with or without zinc lining. Some of them are extremely graceful in design. They cost from $5 up. The company's fee for the incineration is $25.

It will be seen by this description that cremation does in no manner do away with funeral rites or ceremonies. These remain unchanged. At the end of one hour the mortal remains deposited in the cremation furnace are just what they would be at the end of many years in the grave; simply that, and nothing more — nor less. In fact, cremation is merely a hastening of the processes of nature. That it is pretty certain sooner or later to supersede earth-burial is reasonably sure. Sanitary science demands this change, which, by the way, is not so much (as many believe) a new process as a return to an old one, for both the ancient Greeks and Romans practiced cremation, and so did other ancient peoples. Looking at the process with an unbiased eye, cremation merely accomplishes quickly and pleasantly what earth-burial does slowly and loathsomely. If objectors to the system would merely fix this one fact clearly in their minds, it would serve to rid them of much misapprehension and of many fantastic and idle fancies.

The first incineration at the Buffalo Crematory (the test case) occurred on December 28th, 1885; the last, up to the present writing, was less than a month ago (July). Since the opening of the Crematory there have been forty incinerations. Of this number a little less than one-half were residents of Buffalo; the residue came from various places, near and far. The number of cremations is said by those in charge to be steadily increasing. There is no reasonable doubt that the opening of this Crematory, and its being kept open at all times to public inspection, have had a marked effect in doing away with the natural and acquired horror connected in the popular mind with the subject. It is becoming better understood. Fewer farmers now speak of "crematory butter," and a less number regard the word crematory as a euphemism for oleomargarine factory. In short, ignorance and prejudice (those hydra-headed monsters) have by the opening of this institution received a severe blow.



CHANCEL OF THE CREMATORY.

COAL TRADE.

REMARKABLE DEVELOPMENT OF THIS GREAT INTEREST.

AN INTERESTING HISTORY.

Buffalo has Come to be One of the Great Centers of the Trade.

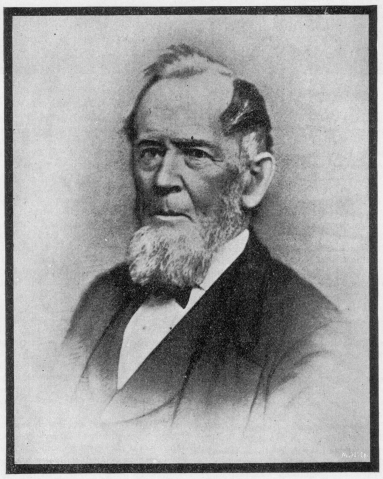
By Eric L. Hedstrom.

A BRIEF review of this industry may not be found uninteresting in view of its magnitude and influence upon the growth and prosperity of our interests.

The production in 1820 was 365 tons, or one for each day in the year, which amount was forwarded to Philadelphia, while the tonnage in 1887 was 34,641,017 tons.

Coal, though so abundant in our country, is not to be had merely for the asking. At the beginning it was taken from outcrops, through drifts, or shallow nexpensive openings. As time progressed, and larger quantities were required, deeper and more costly openings became necessary to secure the coal, until now the first cost of opening and constructing a well-equipped modern anthracite colliery is from half a million to a million dollars.

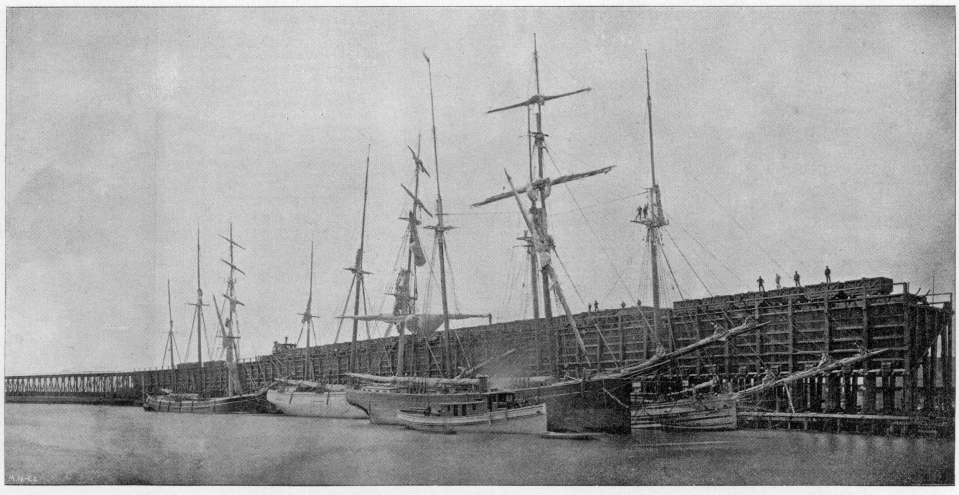
Some idea may be had of the rapidity with which the anthracite deposits are being exhausted, covering an area of only some 470 square miles, when it is understood that only about fifty per cent. of the coal as it lies in the vein finds its way into the market; the other half being taken up in pillars, waste in mining, fine coal occasioned by breakage into different sizes, and colliery consumption, which, based on last year's production, would amount to 70,000,000 tons. Add to this the unavoidable accidents by caving in of mines, frequently destroying acres of overlying veins, and the percentage of waste would be even greater. While the increase of anthracite has been so marked, the production of Bituminous has not been less so, having reached in the year 1887 an aggregate throughout the States of 85,505,721 tons, making the total tonnage of anthracite and bituminous 120,146,721 tons, so that we stand second in the list of coal-producing countries in the world, Great Britain still exceeding our tonnage by 50,000,000 tons.



THE LATE JOSEPH J. ALBRIGHT, SCRANTON, PA.,
Gen'l Sales Agent Delaware & Hudson Canal Co., First Introducer of Anthracite into the West.

The quantities of anthracite and bituminous coal at present brought to our city are so nearly equal that they are both entitled to careful consideration: the anthracite, however, was the first to give Buffalo prominence as a coal shipping port.

There are five distinct anthracite basins, viz: the Lehigh, the Schuylkill, the Shamokin, the Wyoming, and the Lackawanna. The Lehigh and Schuylkill coal was discovered during the latter part of the last century, although little attention was paid to its development, so that up to 1820, as we have previously stated, the production amounted to only 365 tons. From what early writers tell us of the difficulties encountered in its introduction this is not so surprising as the fact that the advance has been as rapid as statistics show. Benjamin Bannan, proprietor of the *Miner's Journal*, referring to some of them, says, "In 1778 the Legislature chartered a joint stock company to improve the navigation of the Lehigh, and some $30,000 were expended in clearing the rocks from the shoals and constructing wing-dams. In 1803 the Lehigh Coal Mine Company again resumed operations at their mines, and six arks were built at Lausanne, on the river above Mauch Chunk, ready for the first freshet to float them to Philadelphia via the Lehigh and Delaware rivers. The coal was hauled from the mines to the river, some nine miles, by horses, and the arks duly started with about 100 tons each, and manned respectively with six men to the float. Those



OLD LEHIGH DOCKS, SHOWING STYLE OF VESSEL USED IN 1870.

familiar with the rafting of timber down the rivers of Maine, or on our own Susquehanna, or even the mode which has been practiced for the last 20 years on the Coosa in Alabama, may form some faint conception of the perils and excitement attending this early navigation of the Lehigh. Of the six arks thus started on their perilous trip, only two reached Philadelphia, with less than 200 tons of coal. But the difficulties of finding purchasers were equal to the difficulties of reaching the market. No one wanted it, and none cared to experiment. The trial was a failure. The stone coal could not be made to burn; it was rejected as worthless rocks, and broken up to gravel the footwalks of the grounds. Wm. Trumbull, Esq., had an ark-load of anthracite brought to the city of Philadelphia in 1806, but with no better success. In 1812 Col. Geo. Shoemaker of Pottsville loaded nine wagons of coal from his mines at Centreville, a locality now abandoned on the main turnpike road from Pottsville to Ashland and about a mile from Pottsville, and with these proceeded to Philadelphia, hoping to find a market; but the experience of the Philadelphians with anthracite or stone coal was very unfavorable at that period. The frequent and persistent attempts to impose rocks on them for coal had roused their indignation, and Col. Shoemaker was denounced as a knave and a scoundrel. Col. Shoemaker persisted, however, and disposed of two loads, at the cost of transportation, one to Messrs. White & Hazzard of the Fairmount nail and wire works at the Falls of the Schuylkill, and the other to Messrs. Mellon & Bishop of the Delaware County rolling mill. The remaining seven loads he either gave away or disposed of to blacksmiths and others who promised to try it for a trifle. But the Colonel was not to get off so easily; though he lost money, time, and trouble in his attempts to introduce a fuel which has since made Philadelphia one of the most wealthy and prosperous cities in the world, the very men to whom he had given his coal obtained a writ from the authorities of that city for his arrest as an imposter and a swindler. Col. Shoemaker was forced to make a hasty retreat, and saved himself from persecution and 'justice' by taking a wide circuit around the Quaker City on his way home."

While perhaps the people in Western New-York never went so far as to seek to arrest the would-be benefactor, many a man and woman, even in our own community, has been shown how to make what they called "*stone*" burn. Our worthy townsman, Mr. J. J. Albright, remembers well, when but a boy, accompanying his father, J. J. Albright, Sr., then connected with the Delaware, Lackawanna & Western R. R. Co., on his rounds to Utica, Syracuse, and other cities and villages along the line of the canal, for the purpose of introducing hard coal, and not only did he show people how to burn it, but had with him hard-coal stoves to demonstrate the superiority of the fuel, and so induce a trial. In after years he became identified with the Delaware & Hudson Canal Co. as General Sales Agent, and had much to do in the early development of the anthracite trade, not only in Buffalo but throughout the West.

Again, referring to the early progress of events, Mr. Bannan adds that "in 1832 the Lehigh navigation was further improved from the primitive wing-dams and sluices, which admitted the passage of loaded arks but not their return, to a slack-water navigation with locks and draws. This so greatly facilitated the movement of coal from the Lehigh, that, starting with the year 1820, which heads the statistical column, there had been transported over this route, up to 1865, 20,000,000 tons. The Schuylkill Navigation Company had so far completed the project that in 1822 1,480 tons had been sent out, but it was not until 1825 that navigation permitted of boats passing to and from Pottsville and Philadelphia," the early conditions being much the same as in the Lehigh. The Delaware & Hudson Canal Company were first to commence operations in the Lackawanna Basin, about 1829; they also constructed a canal from Honesdale to Rondout on the Hudson River, a distance of 118 miles, together with a railroad from Honesdale to Carbondale, a distance of 15 miles, over a mountain 1,000 feet high, upon which it is claimed the first locomotive ever used in this country was operated in 1828. It was afterwards changed into a gravity road, it being found that the treadling was not of sufficient strength to bear a locomotive. This made it practicable to bring coal to the West via the Erie Canal. The Pennsylvania Coal Company commenced producing in 1827, bringing their coal to the Delaware & Hudson Canal, at Honesdale, over a gravity road which was only abandoned a few years since. For many years shipments were wholly confined to water transportation, rivers being improved and canals constructed to facilitate the movement, as it was not believed that coal could profitably be carried by rail over the rough and mountainous country through which it was necessary to pass in order to reach the market. The first railroad built in this country, unless it be one of some three miles at Quincy, Mass., authorities tell us was built in 1827, from Mauch Chunk to the Summit mines, a distance of nine miles. This was a gravity road, having a descent of 100 feet to the mile, the mules that hauled the empty cars back riding down in a car made especially for the purpose, and, strange as it may seem, after they had experienced the luxury of riding they could not be forced to walk down.

From 1827 to 1837 quite a number of short roads were built, among others the Schuylkill Valley R. R. from Port Carbon to Mt. Carbon, in 1831, which did much to develop the trade in the valley. In 1841 the Philadelphia & Reading R. R. Co. had built its road into Philadelphia, carrying the first year only 850 tons. The Lehigh & Wilkes-Barre Company built a railroad across the mountain from near Wilkes-Barre to White Haven, mainly for the purpose of bringing the coal out of the Wyoming Valley to the Lehigh Canal, with a view of reloading into boats, which was continued until 1862, when a freshet washed out several dams, and slack-water navigation was thereafter abandoned, the coal being transported by rail. In 1855 the Lehigh Valley Railroad Company opened their road from Penn Haven to Easton, transporting the first year some 9,000 tons.

The success of the Delaware, Lackawanna & Western Railroad Company is due to the indefatigable energy of its president, Mr. Sam Sloan, who has been ably supported by Mr. E. R. Holden, for many years its General Sales Agent, and now the Second Vice-President of the company.

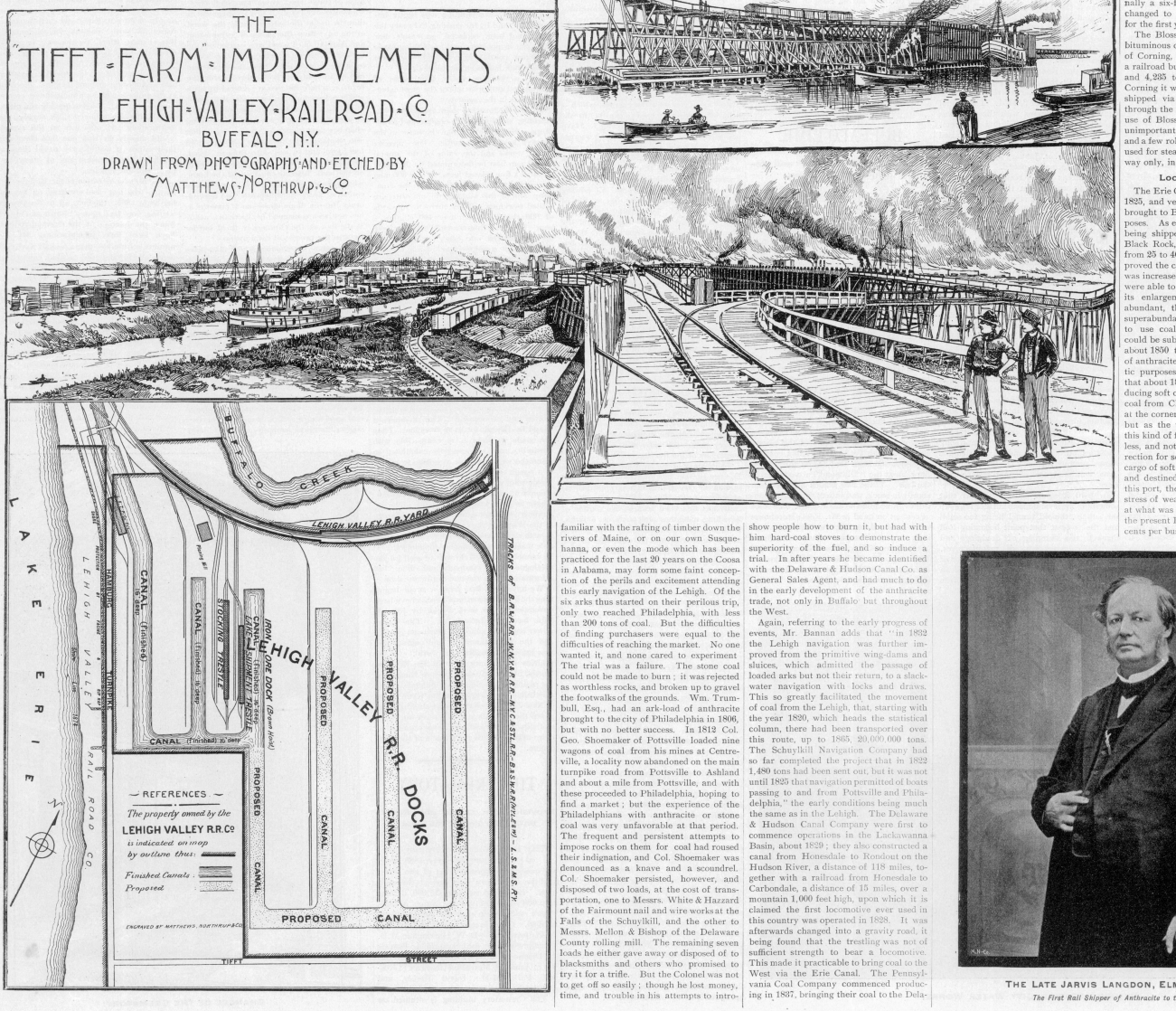
In the year 1856 the Delaware, Lackawanna & Western Railroad was opened from Scranton to New Hampton, N. J., connecting with the New Jersey Central at that point. The Lackawanna was originally a six-foot gauge, but was afterwards changed to standard. The total tonnage for the first year is given as 133,963 tons.

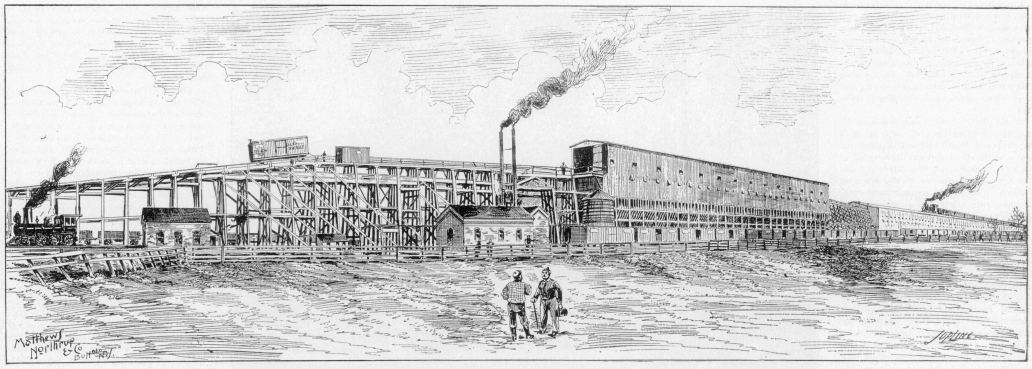
The Blossburg basin, containing a semi-bituminous coal, and lying to the southward of Corning, N. Y., was opened up in 1840, a railroad built from the mines to Corning, and 4,235 tons marketed that year. At Corning it was loaded into canal boats and shipped via Watkins to Geneva, thence through the Erie Canal. "Up to 1860 the use of Blossburg coal was confined, with unimportant exceptions, to blacksmithing and a few rolling-mills, wood being the fuel used for steam purposes, and that in a small way only, in the State of New-York."

Local Reminiscences.

The Erie Canal was opened October 25, 1825, and very soon after Lehigh coal was brought to Buffalo for manufacturing purposes. As early as 1827 we learn of some being shipped to Gibson, Johnson & Eel at Black Rock, boats at that time carrying from 25 to 40 tons. As the canal was improved the carrying capacity of the boats was increased from time to time, until they were able to carry about 125 tons prior to its enlargement in 1853. Wood being abundant, the early settlers, not having a superabundance of means, could not afford to use coal when a cheaper commodity could be substituted, and it was not until about 1850 that any considerable amount of anthracite was sold in Buffalo for domestic purposes. Mr. John Wilkeson states that about 1829 a party desirous of introducing soft coal shipped a cargo of block coal from Cleveland, which was unloaded at the corner of Illinois and Ohio streets, but as the people were unaccustomed to this kind of fuel it was regarded as worthless, and nothing more was done in that direction for some years. In 1835 or 1836 a cargo of soft coal, also loaded at Cleveland and destined for Canada, was brought to this port, the vessel being driven here by stress of weather, and the cargo unloaded at what was then the Twin warehouse, near the present Bennet elevator, and sold at 16 cents per bushel.

THE LATE JARVIS LANGDON, ELMIRA, N. Y
The First Rail Shipper of Anthracite to the West





LACKAWANNA COAL TRESTLE AT CHEEKTOWAGA.

The tide of emigration had already begun to set in towards the West via the Erie Canal and the great chain of Lakes, notwithstanding money was not overabundant, and, as in all new countries, barter was the rule. It is estimated that in 1842 600 to 700 tons of anthracite were brought here by the transportation lines, and sold mainly to manufacturers in exchange for work done for these several companies. The same was true with reference to bituminous brought from Cleveland; hence there was little room for a dealer in that commodity. July 9th of the same year an ambitious and energetic young man by the name of Guilford R. Wilson came here in the interest of the Blossburgh Coal Company, in which his brother was interested, with a view of seeing what could be done in the way of introducing this fuel, and, if possible, to make an opening for himself by establishing a coal-yard. He registered at the Western Hotel (since used as Police Headquarters), which had then been opened only a month previous, and spoke of it as being a very nice and comfortable house, evidently enjoying it better than some who occupied it at a later day under a change of administration. He found a Mr. Sterling doing something in retail coal, but with next to no stock. He was retailing hard coal at $12 per ton, the buyer having the privilege of making such sizes as would suit his own convenience by breaking it himself, the coal coming in large lump, not being prepared into sizes as at present. In Philadelphia and other places where anthracite had come into general use hammers were made expressly for cracking coal, and occasionally may yet be seen on exhibition as a relic of old times. Ohio coal was selling at $6 per ton, which afforded a much better margin than dealers have today, the price being $2.15 at Cleveland, with $1 freight to Buffalo. At this price Mr. Wilson thought he would have no difficulty in placing the Blossburg in competition with the Ohio coal, and the day after his arrival ordered a boat-load to be forwarded, freight to be $2 per ton to Buffalo including tolls, the captain to take his pay in coal at Corning. Mr. Wilson also gave a small order for Lehigh lump. July 13th he took his first order, selling the Buffalo Steam Engine Works five tons Sugar Loaf and 15 tons Blossburg, price for Lehigh to be $6 cash or $6.50 on time at Albany, and if the coal suited they were to take 80 tons. Mr. Wilkeson offered him a warehouse and office on Buffalo Creek, and told him he thought he could sell quite a good deal of coal if he would carry a stock of 200 or 300 tons. He had come to stay. On the 14th he rented a warehouse on the creek near Illinois Street, owned by Oliver Lee, Esq., at $350 per year, and embarked in the business.

His first order for shipment by lake was 15 tons of lump Lehigh at $12 per ton, less 10 per cent. for cash, to be consigned to Chicago. While he does not so state, this coal was doubtless put up in hhds., as many of the small lots were at that date, and in some cases this was continued even into the sixties.

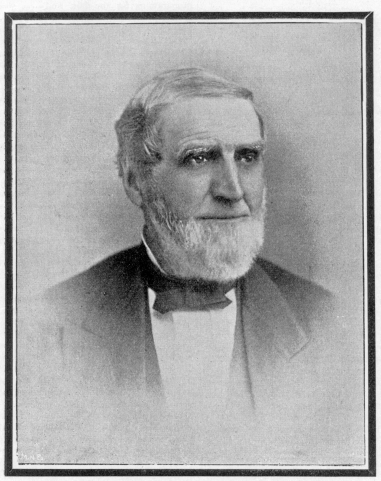
The first to establish a coal depot in Chicago was Mr. Chas. A. Reno in 1848, supplying the steamboats with coal shipped from Erie in the winter of 1848 and 1849, the local consumption being about 300 tons. In 1849 Walters & Rogers are said to have received the first anthracite for domestic use, being about 15 tons, which was shipped in hogsheads.

R. P. Elmore, the pioneer coal merchant of Milwaukee, tells us that he sold all the coal consumed in the winter of 1851 and 1852, and that in 1852 he bought a few hogsheads of anthracite coal, the first brought there for domestic purposes, which was furnished by Mr. Wilson. He continued buying from year to year, the first cargo being shipped in 1854 or 1855 and consisting of 300 to 400 tons.

As a comparison, the tonnage to Chicago in 1842 was 15 tons; in 1887, 853,158 tons by lake and 845,386 by rail; total 1,698,544 tons. To Milwaukee, in 1854, 300 tons; 1887, 528,992 tons by lake.

Mr. Wilson wrote to a friend, shortly after taking the order for Chicago, that he was "now known as the regular coal-dealer of the city," and, we may add, of the West. The second year's business showed a large increase over the previous one, the tonnage amounting to 2,500 tons. This was increased year by year until his death in 1877, when it had grown to be over 200,000 tons. Some years later Jason Parker established himself in the business, locating upon Norton Street and the Evans Ship Canal.

R. C. Taylor, in his "Coal Statistics," gives the shipment of bituminous by lake to Buffalo in 1845 as 995 tons and in 1846 4,320 tons, while in 1847 it had increased to 7,716 tons, which seems really to have been the beginning of shipments of bituminous to this city. John Madden succeeded a Mr. Buckley, who was engaged mainly in the transfer of coal into canal-boats for shipment east, principally to gas companies, his yard being located on Pratt Street and Wadham slip. The steamers of early date coaled mainly at Erie and Cleveland. There were no tugs, the Franklin being the first in 1855. The Board of Trade report for 1852 gives the tonnage by lake as 34,665 tons bituminous and 22,895 tons anthracite, making a total of 57,560 tons. As the demand increased new avenues became available. Quite an amount of coal was shipped from Binghamton by way of the Chenango Canal to Utica, thence up the Erie, the boats carrying from 40 to 50 tons; the principal shipments, however, were made from New-York via the Hudson River and Erie Canal, and quite a good amount of coal continues to be shipped by this route, even up to the present day. As early as January, 1828, the Ithaca & Owego Railway Company was organized, but the road was not opened until 1834. It was one of the first roads built in this State, the cars being moved over the heavy grade at Ithaca by stationary engines and horses also being employed. Upon the completion of the Delaware, Lackawanna & Western R. R. from Scranton to Great Bend in 1851, in connection with the Erie, another outlet was secured to the Erie Canal via Cayuga Lake. In 1854 the Syracuse & Binghamton Railroad was completed, and coal was transported via this route to Syracuse, where it was transferred into boats on the Erie Canal for shipment to Oswego, Rochester, and Buffalo. By way of illustrating the marvelous growth in 37 years, bear in mind the fact that only an even 6,000 tons of coal was transported over the Scranton line the first 90 days. Now 30,000 tons per day hardly measures the full capacity.



THE LATE ASA PACKER, MAUCH CHUNK, PA

Builder of First Railroad from Coal Fields.

With the increased demand new parties engaged in the business in Buffalo, and in 1855 we find the well-known name of Cadwallader Bull in the list of coal men. About 1858 DeForest & Coye, the former still living, engaged in the coal business, and somewhat later Farnham & Hodge joined the ranks. Messrs. DeForest & Coye were located at the foot of Genesee Street, while Mr. Bull, together with Farnham & Hodge, was on the Evans Ship Canal west of Erie Street, which was then quite a coal centre. If the old bridge on Erie Street were still there, the passer-by would hardly have patience to wait for it to be opened and closed. It was necessary at times to pry it open with a lever, to say nothing of the tedious process of hauling a vessel through the draw by hand after the bridge was once opened, which often occasioned a delay of an hour or more.

The slip west of Erie Street does not at present give much evidence that it was ever navigable. As late as 1862, however, the Mary E. Perew was loaded at Farnham & Hodge's dock with a ballast lot of 200 tons of anthracite coal, drawing seven feet of water, and in attempting to get out stuck fast in the mud, with her jib-boom across the sidewalk adjoining the Niagara Falls Depot. The freight on this shipment, Buffalo to Chicago, was 25 cents per ton. The early vessels upon the lakes were little more than trading smacks, carrying very small cargoes, which was fortunate for the coal trade, as 25 to 50 tons was regarded as a fair-sized order.

The facilities for handling were necessarily crude, coal being unloaded from canal-boat or vessel upon the dock and then wheeled aboard, or hoisted by horse-power from boat to vessel, or vice versa, two or three days being regarded as a reasonable time for loading a cargo of 500 tons. From 1855 to 1865 large quantities of coal were carried to the upper ports as ballast. Frequently coal could not be had in sufficient quantities, so that vessels would have to ballast with sand. Year by year brought out a larger class of vessels, and with the increase in tonnage there came to be an absolute necessity for increased facilities. Mr. Wilson's shipping dock was at this time on Hatch Slip, on the opposite side of Buffalo Creek, where in 1863 he was the first to erect costly machinery, especially adapted to the expeditious handling of canal coal.

Soon after others followed, but the use for these extensive improvements was short-lived, since not many years after coal began to be carried largely by rail, when the old methods were entirely changed and a different class of improvements substituted, until in place of two or three days being necessary to load 500 tons, 3,000 can now be loaded in one day.

The Shamokin district was the last of the five anthracite basins to be developed, what is now the Northern Central Railway carrying 11,390 tons in 1829. In 1864 the production of the several interests in this region showed a tonnage of 389,779 tons. Mr. Jervis Langdon of Elmira had for many years occupied a prominent position in the coal trade, being one of the pioneers in the Western business, and to his indefatigable energy and perseverance was largely due the prominence obtained by the Shamokin district in the development of the Western coal trade.

The Delaware, Lackawanna & Western R. R. were working their way into the Northern markets from the Lackawanna basin by the several routes previously referred to, and had established agencies at Ithaca, Syracuse, and Oswego. It was but natural that so important a point as Buffalo should not long be overlooked.

Captain George Dakin, for many years connected with the anthracite trade in Buffalo, was in early life the commander of a steam-boat on Seneca Lake, but embarked in the coal business at Geneva when this industry was yet in its infancy. In 1860 he was appointed the local agent of the Delaware, Lackawanna & Western Railroad at Syracuse, and in the spring of 1861 came to Buffalo for the purpose of establishing a yard in the interest of this company, which he did, locating at the foot of Genesee Street. Up to this date the trade had been controlled by individual dealers, but with the new lines projected and built it was natural that there should be some anxiety to secure business, and a desire to be represented in what it was believed would be a large and growing market, though yet of insignificant proportions. In view of this fact competition became very fierce; coal that had formerly cost $3 to $6 to transport from Albany to Buffalo and intermediate points on the line of the canal actually sold in 1860 on board vessel at Oswego at $3.65 per net ton, which included the transportation from the mines by rail to Syracuse, a distance of some 140 miles, where it was dumped into boats and transported by canal to Oswego, and then transferred into vessels. The same year coal was retailed in Chicago at $5.50 per ton.

Such a condition of things could have but one result, viz: The ruin of all connected with the business, and hence the anxiety to fix upon some plan by which this evil might be obviated. To facilitate this end, an association was formed March 12, 1861, known as the Anthracite Coal Association, consisting of the Delaware, Lackawanna & Western R. R. Co., the North Branch & Junction Canal (in which Mr. John Arnot was largely interested), the Williamsport & Elmira Railroad Co., and J. Langdon & Co., of which association Mr. J. J. Albright was made chairman, the affirmed object being the "better regulation of prices." The association had but just been organized when the War of the Rebellion broke out. The effect upon labor was early felt in the difficulty it produced in finding a sufficient number of men to carry forward the ordinary industries; the labor market soon became demoralized; the price of all commodities advanced rapidly, and coal sympathized with other industries. The association therefore found no difficulty in regulating prices in the most substantial manner. In 1865, about the close of the War, we note by a circular of May 1st that stove coal was retailing here at $10.50 and chestnut at $9, the price on board vessel being $9.75 for stove and $8.75 for chestnut per net ton with Government tax added. In June prices declined $1 per ton, but by the middle of October they had again advanced so that the retail price was $13.50 for stove and $12.50 for chestnut, and for shipment $13.05 for stove and $12.30 for chestnut on board vessel. It must be borne in mind, however, that these were currency prices, and had they been reduced to a gold basis would have been little more than half the price indicated in the circular. There was one advantage in connection with the association, however, which was very marked, viz: That of credits. The General Sales Agent, a genial, pleasant gentleman, found no trouble in inducing the purchaser to deposit his money before entering the order.

Though we have referred to the very meagre tonnage in those early days, possibly nothing can impress the fact so strongly as a few figures by way of comparison. The entire tonnage of the Anthracite Association in 1861 was less than 25,000 tons for Buffalo and the entire West, of which amount about one-half was consumed here and the other half answered to supply the vast territory beyond, it being estimated that of this 12,000 or 13,000 tons the Chicago agent, Mr. Robert Law, required about 10,000 tons. Mr. Law states that his anthracite tonnage in 1856 was about 750 tons. He has for many years been the foremost dealer in Chicago and is still engaged in the business.

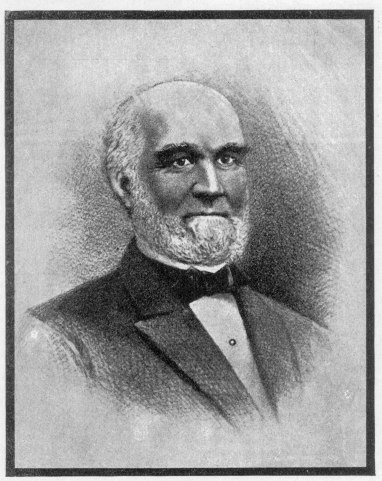
With the formation of the Anthracite Association, the local dealers, with few exceptions, confined themselves mainly to the retail business, Mr. Wilson retaining his position in the trade, securing his supply of prepared coal mainly from the Delaware & Hudson Canal Co. via Rondout and the Erie Canal.

This meagre tonnage, meeting the then wants of the great West for one whole year, was less than the present production for a single day of one of the companies then represented, while other companies have kept pace in about the same ratio. It may be of interest in this connection to state that in 1860 the officers of the Williamsport & Elmira Railroad Company made overtures to the President of the Philadelphia & Reading Railroad Company to lease their road, thus making a direct line from Philadelphia to Elmira, but upon inquiry it was found that so small an amount of coal had been shipped to Buffalo the preceding year that he did not deem it of sufficient importance to pursue the matter, as in his judgment it would not pay to assume the lease of a road that gave no better promise.

The Pennsylvania and New-York Canal (upon which a railroad known as the Pennsylvania & New-York Canal Railroad was subsequently built) having been purchased in the interests of the Lehigh Valley Railroad Co., there was but little further use for either this or the Junction Canal. These had served their turn, and hence were abandoned, when of course they ceased to be any longer connected with the Association. Other interests, however, became identified with it, among which were the Pittston & Elmira Coal Co., and later the Delaware & Hudson Canal Co.

Transportation by Rail.

Up to 1859 little attention had been given by the railroad companies centering here to the carrying of coal. We note by the Board of Trade reports that the first mention of any coal being brought here was by the N. Y. & E. (Erie Railway), which amounted in 1859 to 9,100 tons. The tonnage rapidly increased year by year, and in 1860 it amounted to 20,000, and in 1861 to 45,578 tons, the total coal tonnage coming to Buffalo that year by rail and canal being 731,904, while in 1862 a much greater amount was offered than the road could transport. The New-York Central and Lake Shore roads were unwilling to allow coal to be carried in box cars. The coal via the Erie was mainly carried in return cattle cars from Elmira and Corning. The early shipments were mainly Blossburg, but about this time the iron industries of Buffalo were using large quantities of coal, which was partially supplied by rail, so that both anthracite and Blossburg were included in the estimate. The terminal facilities for handling by water were very limited, being confined principally to a few hundred feet on the Ohio Basin, with a depth of not over nine to ten feet of water. This tended to greatly retard shipments by water. The natural facilities were all that could be asked for, but they had not been sufficiently appreciated to make the best use of them. A locomotive shipped from Paterson to Buffalo via the Erie Railway, to be loaded on a vessel and forwarded to Marquette, had to be unloaded and reloaded upon a New-York Central car and then shipped to Batavia, thence via Tonawanda to Genesee Street, in order to get it where it could be conveniently placed on board of vessel. It was not until 1868 that any systematic effort was made on the part of the railroads toward the carrying of coal, as it was generally thought by the main lines that it was not a commodity that they could afford to transport as against water lines. As late as the winter of 1871, the rate on coal via the Lake Shore & Michigan Southern Railway from Buffalo to Chicago was $6 per net ton, but in order to encourage shipments in line cars returning westward empty, a special rate of $5 was given in order to see what could be done. This rate was afterwards withdrawn, the reason given being that the coal dirtied their cars. In 1868 a contract was entered into between the New-York Central and Northern Central railroad companies and J. Langdon & Co., to run for a period of ten years, by which it was agreed that Langdon & Co. should discontinue shipments by canal, and as an earnest of good faith should dispose of their canal-boats, which Mr. Langdon did, selling them at auction, the railroad company in turn to furnish the necessary cars suited for the business, the freight per ton to be a certain per cent. of the selling price of coal.

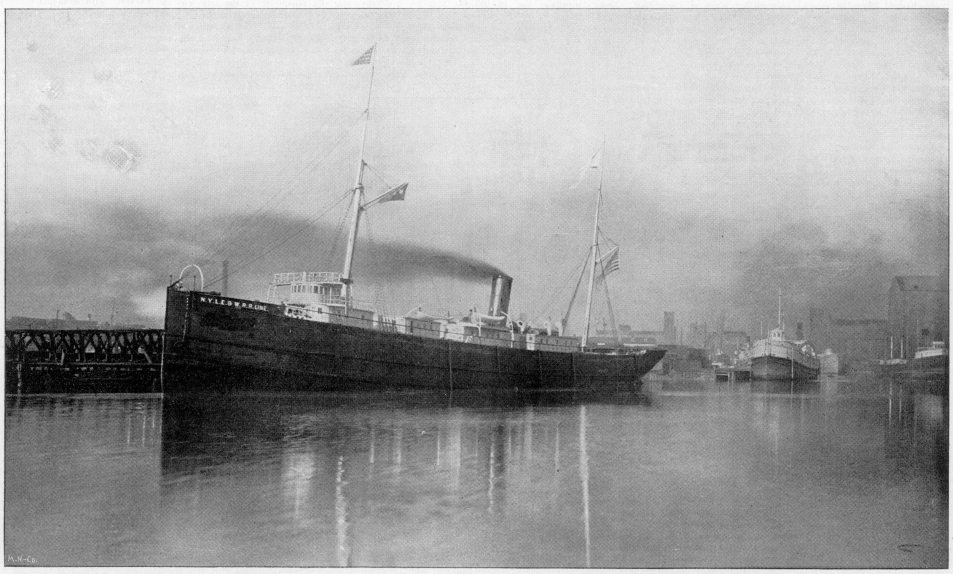


THE LATE GEO. DAKIN, BUFFALO.

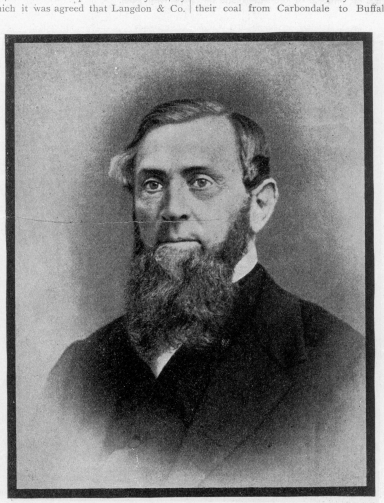
First Agent Anthracite Coal Association.

In 1869 the Pennsylvania & New York Canal & Railroad Co. opened its line from Pittston to Waverly, it having been constructed wholly in the interest of the Lehigh Valley Railroad. The coal was transferred into Erie cars at Waverly, the Erie road being a six-foot guage while the Pennsylvania & New York was four feet eight and one-half inches. As the trade increased the inconvenience and delay in transferring made it desirable that the transfer should be avoided, which could only be done by the laying of a third rail, and a contract was therefore entered into between the Lehigh Valley Railroad Co. and the Erie Railway Co. by which the Lehigh Valley was to furnish the money necessary to lay a third rail from Waverly to Buffalo, a distance of 167 miles, which was to be paid for out of the transportation of coal coming off the Lehigh Valley Railroad and transported over the Erie to Buffalo and Rochester. This was the beginning of standard-guaging the Erie system, which was extended to New-York a few years later.

About the same time the Southern Central R. R. Co. built a railroad from Sayre to Fair Haven on Lake Ontario, crossing the canal at Weedsport. Another road was built from Sayre to Ithaca, also Ithaca to Geneva, thence to Lyons, which not only afforded another route to the canal, but also made a direct rail line in connection with the New-York Central to Buffalo from the mines. The Erie's terminal facilities for handling coal were very limited. The Delaware & Hudson had made a contract with the Erie Company to carry their coal from Carbondale to Buffalo,



THE "OWEGO," CAPACITY 3,000 TONS. LAUNCHED 1887. ONE OF THE "ERIE" RAILWAY STEAMERS AT THEIR DOCK.



THE LATE GUILFORD R. WILSON

The First Shipper of Anthracite Coal from Buffalo.

and in order to secure the necessary water front it was determined to improve the property along the Buffalo Creek between Hamburgh and Ohio streets. To do this they were obliged to remove the rock in order to obtain sufficient depth of water, which was done at an expense of about $150,000. They erected a large trestle with a capacity for storing coal in pockets, which was completed about 1871.

At this time the larger proportion of the property south of Peck slip and north of the proposed South channel between the river and the ship-canal was unoccupied, as also that between the ship-canal and the lake from the lighthouse to the proposed channel. The latter, giving a water-front of some two miles, being undeveloped, had only a nominal value. The Lehigh Valley Railroad Company having allied itself with the Erie, and the property on the river previously referred to being inadequate for both the Delaware and Hudson and Lehigh Valley, the latter interested itself in the Buffalo Creek Railway Company, which had just been organized for the purpose of furnishing the several railroads centering here facilities for reaching the docks, making a junction with the New-York Central & Hudson River Railroad near William Street, and then across Buffalo Creek and between the river and the ship-canal to Peck slip, also between the ship-canal and the lake to the light-house. Some negotiations were afterwards entered into by which the Buffalo, New-York & Philadelphia R. R. Co. acquired the right of way between the lake and canal north of lot 57. This property has since become very valuable, and is now the centre of the coal and lumber trades, all the coal being handled there with the exception of that shipped by the Delaware & Hudson, the D. L. & W., and J. Langdon & Co.

Judge Packer of Mauch Chunk was President of the Lehigh Valley Railroad, and it will be noticed how closely he has been identified with this city's interest. He was a contractor in the construction of the Lehigh slack-water navigation, which he afterwards paralleled in building the Lehigh Valley Railroad. Early in 1870 an expensive trestle was erected upon the property known as the Lehigh Docks, opposite the Erie Railroad, which was the first trestle of any magnitude completed. It had 88 pockets, with a storage capacity of 4,500 tons. This trestle has since been torn down.

About the same year J. Langdon & Co. completed a trestle on the Erie Basin in connection with the New-York Central & Hudson River Railroad. A little later C. A. Blake, a shipper over the Lehigh Valley R. R., built a trestle on the ship-canal north of the Lehigh Docks, now occupied by the Pennsylvania Coal Company, which opened a branch office in 1876. This company was the first to erect a coal elevator, by means of which coal was elevated direct from dock into vessel.

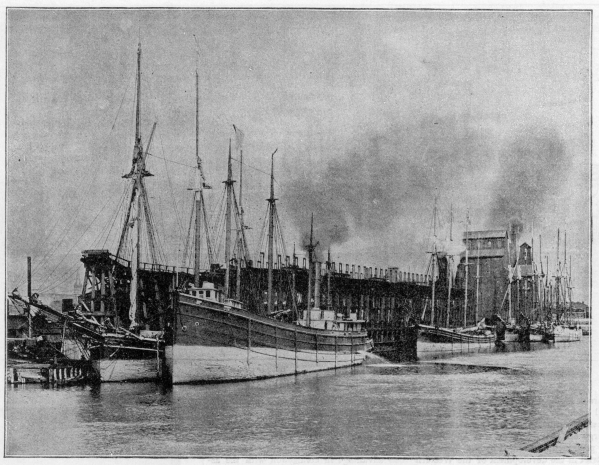
At a later date the Erie Railway erected on the westerly side of the ship-canal south of the proposed South channel — the canal having been extended—a trestle which was intended to accommodate these several shippers over their line.

As early as 1870 the Pennsylvania Railroad Company became carriers of large amounts of anthracite coal to Lake Erie ports, first via Philadelphia & Erie to Erie, Pa., and later to Buffalo in connection with the Buffalo, New-York & Philadelphia via Emporium. The latter company had made no extended preparation for this branch of the business until the spring of 1882, when they provided additional facilities, erecting a large and commodious trestle especially adapted to the handling of anthracite coal.

In the spring of 1879 the Delaware, Lackawanna & Western Company withdrew from the Anthracite Coal Association, which continued its existence for some two years thereafter, when it was dissolved by mutual consent. The D., L. & W. R. R. Company made an arrangement the same year with the N. Y. C. & H. R. Railroad Company for carrying large quantities of coal over the latter line west of Syracuse, a track being laid from the old Niagara Falls Depot across the west end of the Evans Ship Canal, to which reference has previously been made, down Erie Street to a plot of land once submerged and originally intended to be used for the handling of coal received by canal, but since filled, and to-day one of the busiest spots in the city. In the year 1882 the New-York, Lackawanna & Western constructed a line from Binghamton to Buffalo in the interest of the D., L. & W., a distance of 200 miles, coming down Ohio Street, crossing Main Street, and taking the entire property known as Central Wharf, a spot familiar to every Buffalonian.

This company has also just completed at East Buffalo one of the most extensive storehouses for anthracite in the United States, if not the largest, being over three-quarters of a mile in length, and having a storage capacity of 100,000 tons. The cuts will give some idea of its extent and magnitude.

Since the removal of the old trestle on the old Lehigh dock property, a new and improved one has been erected on the City Ship Canal; this, however, has proved to be inadequate, and extensive stocking and transfer facilities have been provided by the Lehigh Valley Railroad Company upon what is known as the Tifft Farm, a tract of some 320 acres, which was secured by them in 1880, and upon which about $2,000,000 has been expended in digging canals, building docks, laying railroad tracks, etc., thereby adding several thousand feet of dock front.



LACKAWANNA DOCKS, FOOT OF ERIE STREET.

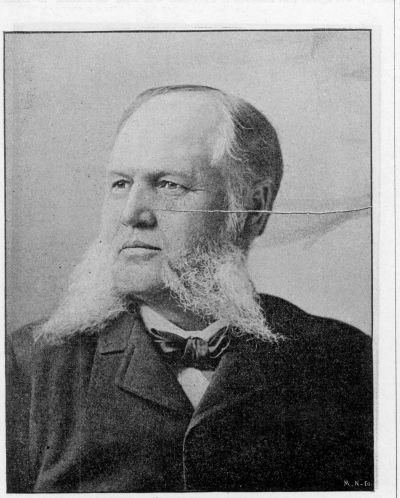
About the same time the long-talked-of project of building the Jersey Shore, Pine Creek & Buffalo Railroad was revived, and its construction actually entered upon in the interest of the Philadelphia & Reading Railroad, connecting with the Corning, Cowanesque & Antrim — also the Syracuse, Geneva & Corning, and at Lyons with the New-York Central, making a continuous line from the mines to Buffalo. The Reading has up to the present time handled its coal over the Buffalo Creek Railroad in connection with interests previously established, but it is generally understood that such facilities are no longer adequate, and that a measure is on foot looking to extensive improvements for the handling of that company's coal. Prior to the completion of the Jersey Shore, Pine Creek & Buffalo Railroad, in 1883, the Reading shipped a large amount of coal via New-York and the Erie Canal.

We have thus tried, as briefly as possible, to show the several stages through which the Anthracite trade has passed from 1842 to the present date. Taking it by decades it would show about as follows:

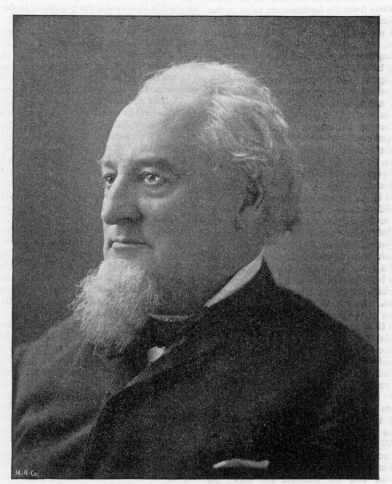
	By Canal.	*By Rail.*	*Total.*
1842....	900.....	None.....	900
1852....	22,895.....	None.....	22,895
1862....	73,793.....	58,578.....	132,371
1872....	190,994.....	383,000.....	520,994
1882....	223,004.....	1,400,000 (est.)	1,623,004
1887....	59,439.....	3,378,325.....	3,437,818

When the several docks referred to are in working condition, the capacity for loading into vessels in a single day is equal to 25,000 tons.

During the period under consideration there have been great fluctuations both in canal and lake freights—$8 from New-York to Buffalo not being regarded as an extraordinary price including canal tolls, while as high as $6 is known to have been paid from Syracuse to Buffalo. Since the removal of canal tolls, which up to within a few years were 78 cents per ton, coal has been carried as low as 35 cents, New-York to Buffalo. The rate now averages about 90 cents New York to Buffalo. Lake freights have been subject to similar fluctuations, coal often being carried as ballast, and at times the freight being as high as $1.50 to $2.50 per net ton. Of late lake freights have been more regular, though during the last four years they have shown a slight advance over the preceding four, last year's having been the highest paid for many years. The average for the present year will probably be somewhat lower. Were this port dependent only upon grain vessels for the shipment of its coarse freight, as we were twenty years ago, the tonnage could not be moved by water, so that it would be necessary to rely even more than at present upon rail shipments. As it is, the railroads take a very large tonnage, in many instances in direct competition with water shipments.



E. R. HOLDEN, NEW YORK CITY.
2d Vice-President, D., L. & W. R. R. Co.



ROBERT LAW, CHICAGO, ILL.
Agent, D., L. & W. R. R., D. & H. Canal Co., J. Langdon & Co. (inc.)

The large and constantly increasing ore tonnage coming to Lake Erie ports greatly facilitates the movement, and it is gratifying to know that though Buffalo capitalists have done little in developing the ore interest, outside parties are beginning to appreciate our advantages, until facilities in this respect compare very favorably with those of other ports.

In reviewing at length the various improvements in connection with the anthracite interest, it has not been our purpose to give it an undue prominence over the bituminous, since we owe very much of our prosperity to this industry. The fact that the anthracite enters so largely into local consumption, and the further fact that it is brought here for reshipment, naturally localizes it much more than the marketing of an equal amount of bituminous, which is largely used for manufacturing and railroad purposes, and either taken direct from cars or placed in stock. We referred incidentally to Blossburg as being first introduced by Mr. Wilson in 1842. The peculiarity of this coal is that it makes a strong, clean, hollow fire, well adapted for smithing purposes, and in early years it was very generally used throughout the West; hence there was a growing demand, until the tonnage came to be something over 120,000, mainly to points on the chain of lakes, but principally to Chicago and Milwaukee, whence it was distributed in car lots. About 1880 the Baltimore & Ohio Railroad began carrying Cumberland coal to Chicago, where it was sold in competition with Blossburg; other bituminous coal was also introduced for smithing purposes, usually with the affix Blossburg in order to give it a better send-off. With this competition, and the fact that these coals were very much nearer the market, and could therefore be sold at a less price, the tonnage has not quite held its own in latter years. Very little has been shipped by water except to points on Lake Superior; to nearly all other points the shipments are now all rail. When the Blossburg was first introduced, and up to 1860 and even later, it was not generally believed to be well adapted for steam purposes; since then, however, it has been demonstrated to the contrary, and now a very large proportion of the present production, which amounts to 1,384,800 tons, is used for that purpose, mainly by the railroads.

The following anecdote about the early trials of Blossburg coal is communicated by Chas. E. Smith, the ex-President of the Philadelphia & Reading Railroad, and a pioneer in the Blossburg region:

"PHILADELPHIA, August 16, 1888.

"The introduction of Blossburg coal for blacksmiths' use throughout the State of New-York was attended by great and unexpected difficulties.

"At that time English coal was exclusively used as a smith's coal. In the large machine works, the foreman and the best smiths were generally Englishmen. They determined that English coal should not be superseded by American. A boat-load was sent to the shops of the Utica & Schenectady Railroad Company, of which Erastus Corning was President. There was great delay in obtaining a trial of it. At last Mr. Corning went to the shops to see to it in person. It was proposed to weld together two bars of round iron, three inches in diameter, to prove its quality to make a good hollow fire or a heavy welding fire. When the weld was completed Mr. Corning asked the foreman if it was a good one. The answer was, "Yes, it looks good outside; but no one can tell whether it is good or bad inside." Mr. Corning asked him if he could tell any better if the weld had been made with English coal. He said, "No, I suppose not, but it might be a great deal better for all that." The coal was adopted and the foreman discharged.

"Similar difficulties were met at every turn.

Yours, &c.,

"CHARLES E. SMITH."

For many years Buffalo relied wholly upon the lake shipments for its bituminous coal, prices ranging from $6 to $10 per ton. Very little, however, was used in early years, for either domestic or manufacturing purposes, its use being mainly for gas.

The necessity for better facilities for reaching the bituminous coal fields was early felt by our citizens, and in 1832 a company was organized, under the name of the Buffalo & Pittsburgh Railroad Company for the purpose of constructing a railroad from this State in a Southwesterly direction to intercept the Allegheny Valley Railroad leading to Pittsburgh. Considerable work was done on this road, but unfortunately nothing came of the project, and for many years Buffalo was at a great disadvantage for want of cheap fuel. About 1860 Briar Hill coal began to be shipped here in limited quantities during the winter months via the Lake Shore & Michigan Southern Railway, but it was not until 1863 that coal began to be carried in any quantities by this road, special notice having been taken by the Board of Trade of a contract made that year for carrying 10,000 tons. In 1864 a much larger amount was carried, variously estimated at 100,000 tons, though this is believed to be very much above actual figures. At this time, it will be remembered, the New-York & Erie R. R. was also carrying a large quantity of Blossburg, so that in the aggregate the rail tonnage had come to be quite important. It is believed that the consumption of bituminous coal for gas purposes that year was about 5,000 tons, 150,000 being set down as the amount used for manufacturing. About the close of the year 1864 the Buffalo & McKean coal mines were opened, their product coming over the Carrolton Branch, now better known as the Bradford Branch of the New-York, Lake Erie & Western. The coal had to go from Carrolton to Dunkirk, thence via Lake Shore, or via Hornellsville and the Erie road to Buffalo. In the summer and winter of 1865 the first shipments were made from Mercer County, via Lake Shore & Michigan Southern Railway. The coal was of a somewhat cheaper quality than the gas and block coals that had been shipped to this market, which had a tendency to greatly reduce the price, so much so that it was asserted that the railroads could not afford to carry it, and that the venture would certainly prove disastrous, the price being about $3.50 per ton for lump, and $4.50 for nut, freight being $2.90 from mines. This coal was quite extensively used here until the Allegheny Valley Railroad was opened, when the Catfish largely supplanted the Mercer-County coal which was diverted to Lake Erie ports. The Newcastle & Franklin Railroad was purchased by the Buffalo, Pittsburgh & Western, the Mercer-county coals being looked upon as favorably located for this market. From practically nothing in 1882, Mercer and Butler counties are now furnishing from 250,000 to 300,000 tons per year, which is brought via Western New-York & Pennsylvania, New-York, Lake Erie & Western, and Lake Shore railroads to Buffalo.

The oil excitement of 1864 in and around Oil City did much to stimulate the development of that territory; quite a number of roads were proposed and several actually built. The Allegheny road from Oil City to Pittsburgh, was opened in 1870, which gave an outlet to what is known as the Catfish or River coal, in connection with the Oil Creek & Allegheny River road, together with the Buffalo, Corry & Pittsburgh, and thence via Lake Shore, Brocton to Buffalo. Mining operations on the Allegheny River began about 1869.

In 1873 what is now known as the Low Grade Division of the A. V. Railroad was built; the same year the old Buffalo & Washington road was opened to Emporium. This, in connection with the Philadelphia & Erie, gave a direct line to Dubois, or what is known as the Reynoldsville coal field. Several different interests were engaged in the opening of this field, but the developed portion of it is now mainly controlled by the Bell, Lewis & Yates Coal-mining Co., a well known Buffalo interest. About the same time the Buffalo Coal Co. was organized for the purpose of mining at Clermount, which is the nearest coal to Buffalo, and there were great expectations as to the benefits to be derived from this enterprise in the way of cheap coal, but it did not prove in every way satisfactory, and very little, if any, is at present produced there.

In 1865 the Erie & Pittsburgh road was built on the banks of the Erie extension of the Pennsylvania Canal, since abandoned, which gave Erie, Pa., greatly increased facilities for the shipment of coal, and in connection with the Lake Shore afforded us an additional line by which the coal fields might be reached.

About 1874 the first gas coal, which had formerly been shipped by lake via Cleveland or Erie, was shipped direct over the Allegheny Valley Railroad from Pittsburgh to Buffalo. In 1875 the Buffalo & Jamestown R. R. was completed, which gave a more direct route to the northwestern bituminous field of Pennsylvania, and also afforded an additional outlet via Dunkirk & Warren and the Low Grade to Allegheny River. In the meantime the Lake Erie & Pittsburgh, which was constructed upon the banks of the old Pennsylvania & Ohio Canal, had been opened, the Lake Shore building a road from Youngstown to Ashtabula, giving still another line from the Pittsburgh and Ohio coal fields to Buffalo. In 1882 the Rochester & Pittsburgh road was completed to Buffalo. This road was originally built from Rochester to Salamanca, and intended as a Rochester interest. It was afterwards extended to Punxsutawney, making connections with the Low Grade road at Dubois. This company is said to have extensive coal deposits on the line of the road, and is an important factor in the trade centering here.

We give as nearly as possible the bituminous tonnage by decades. We find the total anthracite and bituminous tonnage for 1887 to be 5,298,490. The figures below show the total tonnage on bituminous and anthracite, beginning with 1842, for each decade, the noticeable feature being the marvelous increase in the short period of 45 years.

Bituminous Shipments from Buffalo by Decades.

Year.	*Tons by Lake.*	*Tons by Rail.*
1842.....	900	none.
1852.....	34,665	"
1862.....	84,523	"
1872.....	78,889	66,000
1882.....	8,880	1,089,907
1887.....	none.	1,801,217

Total Tonnage, Bituminous and Anthracite.

1842....	1,800	1872....	790,876
1852....	57,560	1882....	3,021,791
1862....	239,873	1887....	5,298,490

In the rush and excitement of daily duties it is difficult to realize the changes that we pass through in a quarter of a century. The coal coming to Buffalo was brought by canal, the Erie Canal being the main avenue for that brought from the East. These canals have, in many instances, been abandoned and railroads substituted; otherwise it would have been impossible to move this enormous increase of tonnage, and we owe much to the energy and enterprise exhibited in projecting, constructing, and operating the vast rail system which stretches its iron ways in every direction. It is very common to style the railroads grasping monopolies, without for one moment considering the vast benefits they constantly confer. How would it have been possible, with the slow methods of 25 years ago, to transport the 120,000,000 tons of coal mined in this country in 1887, 5,000,000 tons of which came to Buffalo, but for the extension, doubling, and quadrupling of tracks, with an equipment and service not dreamed of then? The Erie Canal, the pride of every citizen, which was once the only means of transportation, and which has done so much to develop our State, has itself felt the pressure of competition, and was compelled to reduce tolls (which less than 20 years ago were 78 cents per gross ton) one-half, and at a later day remove them altogether. Had Buffalo given the coal interest the same encouragement that was afterwards given to other interests of perhaps less merit, it would not be possible to even conjecture the advantages that would have accrued to us, since it would have given us cheap coal at a much earlier period. This would have stimulated our iron industries, which were actually suffered to die for want of encouragement and support, and it would also have called attention to our superior advantages as a manufacturing point. It would have made Buffalo, instead of Cleveland, the center of the oil industry, with all the attendant advantages.

The principal cost of the coarser products is that of transportation; hence the consumer is directly interested in having this as cheap and expeditious as circumstances will permit. Coal has probably fluctuated less in price than any other commodity involving such large interests. This has been mainly due to the facilities for transporting the commodity, since the fluctuation of prices at the mines is not material. As we follow the course of events, it will be noticed how with each decade, as the several lines of transportation have come into competition with each other, the prices have been gradually reduced, so that in place of block-coal being $8 per ton it is now $3.25, and steam-coal, that was $5.50, is now $1.75 to $2.25. There have of course been times when the market was affected by abnormal conditions, as in 1876, when anthracite coal declined in a single month $1.50, or as in 1879, when coal sold as low as $2.70 to $2.75 on board of vessel, the Water Works buying their coal delivered in coal-house at $2.38 per net ton, but in the main the market has been regular with a tendency towards reduced prices; there is, however, a limit beyond which it would be unwholesome to go, and it may properly be asked if we have not reached this period.

In conclusion, it may not be out of place to call attention to the fact that coal is the most important commodity that enters into the commerce of the Great Lakes, which from the meagre shipments of 900 tons in 1842 has grown so that it now exceeds in amount that of any other one article of commerce. This marked growth of the trade, and consequent advance in freight rates, has been an important factor in building up and maintaining the great Merchant Marine of the Lakes, a service of which any nation might well be proud.

With these facts before us, are we not safe in assuming that, at least so far as Buffalo and the commerce of the Great Lakes are concerned, "Coal is King"?

THE FAIR.

Permanent Project with Prospect of Prosperity.

MERITS OF THE LOCATION

How the Fair was Begun and What its Projectors Hope For.

A HISTORY of the present great Buffalo International Fair project, and the story of its inception, cannot be written without the feeling that its inauguration marks a new and brighter era of prosperity for this proud city. Buffalo was ripe for the Exposition, and all things conspired propitiously for the event to be celebrated on September 4, 1888.

Every thing in the affairs of men has a beginning, and to write of that beginning and to chronicle subsequent events connected with it, is the making of history. The Buffalo International Fair had a beginning, and it will have a history, but unless the story of its birth is now recorded Time may dim the perspective, and leave in shadow many who were the brightest lights in its inception.

There are cities in Europe where great annual fairs have been held for centuries, and the perpetual life of the Buffalo Fair is the strong hope of its projectors.

A history of this enterprise, now written, will doubtless be invaluable in that future time when Buffalo has become the Manchester of American manufactures and the Liverpool of America's inland commerce.

Buffalo once had an industrial fair, of considerable local importance, but it died, and its beginnings and achievements have been written. It was a good thing for Buffalo, and the prosperity of the city was quickened by its influence. It might have been expected that such an enterprise would break through and destroy the crust of conservatism which characterizes this community, but it did not do so. The Buffalo International Fair has had to fight its own way into public favor, as though its plan were a novelty and its object (to benefit the City) an untried experiment. It was conceived not as a local, not even as a National, but as an International Exposition, identified with the industrial progress of the world.

Mainly to the foresight and enterprise of two men is Buffalo indebted for the Exposition. They cannot better be introduced than by first quoting from an article by William Willard Howard, descriptive of the Fair, published in *Harper's Weekly* on August 18th last. That writer says: "A few Buffalo citizens of means, who saw with regret and concern the neglect of the city's opportunities, met last January to devise a way by which the value of the city as a shipping and manufacturing centre could be brought to the attention of capitalists and investors in other places. The Buffalo International Industrial Fair was decided upon as the best means to this end. Business men to the number of 120 united in giving the project a permanent foundation by subscribing stock sufficient to purchase the property of the Buffalo Driving Park, to erect the largest fair building in the world, and to offer to exhibitors cash premiums to the amount of $100,000. The largest single subscription was for $16,000. The man who subscribed that amount said that he stood ready to make it $100,000 if the success of the fair depended upon it."

It is very well known that the gentleman referred to is Mr. C. J. Hamlin. In all public movements and enterprises there must of necessity be a leading spirit, a central figure. The establishment of an International Fair in Buffalo was and is essentially a public movement. It was taken hold of by the business-men of Buffalo not selfishly and as an investment of their surplus capital, but as a means of promoting the City's best interests. A study of the list of stockholders which follows this article will show that there is no small coterie of selfish capitalists at the head of this enterprise, but that the money was subscribed by representatives of all branches of Buffalo's trade and commerce, and by professional men also.

Mr. Hamlin tells the story of the Exposition's beginning, and pays a well-deserved compliment to Mr. C. W. Robinson of Hornellsville, who has been the active head of the enterprise. Mr. Robinson is a lawyer by profession. The story of how his chosen career was diverted into its present lines is an interesting one, and should be told before his connection with the Buffalo Exposition is explained, or the inception of the Buffalo project by Mr. Hamlin is described.

While practicing law at Hornellsville several years ago with his brother, the present District Attorney of Steuben County, Mr. Robinson was urged to join the Hornellsville Farmers' Club, and to enter his team of horses for a premium at the Club's forthcoming Fair. He declined at first, but his pride in his horses, and the desire for diversion, induced him to join. He attended a meeting of the club, called to make preparations for the fair, and was soon greatly interested. He was chosen secretary of the club, and each year, through his efforts as manager, the Fairs became more prosperous, and the present successful Hornellsville Exposition was finally the result. Mr. Robinson refused pay for his services until the last year, when the profits from the Exposition exceeded the amount of capital stock; then he consented to accept a salary. Such flattering success as manager naturally created an ambition for a broader field of work, and knowing Buffalo and its superior advantages for a great Industrial Exposition, he prepared to make a fuller survey of its opportunities.

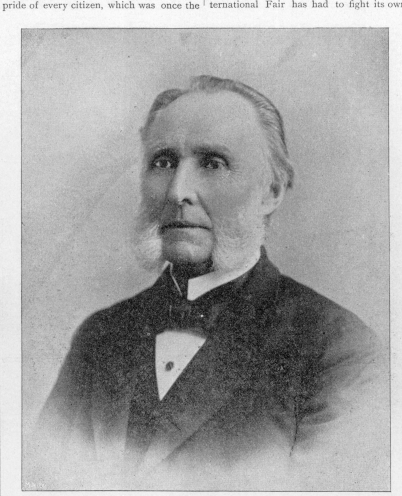
Meanwhile Mr. Hamlin had exhibited his famous horses at the Hornellsville Exposition. He became acquainted with Mr. Robinson and his work, but it was a series of felicitous circumstances which brought the men and their plans together.

"I had long had the belief that sooner or later a big permanent Industrial Exposition, similar to that held at St. Louis, would be inaugurated at some point between New-York and Chicago," said Mr. Hamlin, recently, **in telling a friend the history of the Buffalo project.** "Five years ago I came to the conclusion that Buffalo had the best natural advantages for such an enterprise, and for two successive years I visited the St. Louis Exposition, to study its management, and to compare the respective natural advantages of the two cities. I became still more firmly convinced that Buffalo afforded better facilities of all kinds for successfully maintaining such a Fair than St. Louis. We were directly upon the Canadian frontier, a big advantage for an International Fair. We had over a score of railroads, many of them trunk lines, and were situated at the foot of Lake Erie, where we commanded the commerce of all the great lakes; we had a population of 250,000, with abundance of surplus capital, and great and rapidly-increasing manufacturing interests. St. Louis possessed none of these in like degree. Riding out of that city 20 or 30 miles on any of its railroads, I found myself on the prairie, with here and there a little station rising up out of the corn fields. Riding out of Buffalo on any road, hundreds of miles, I found thriving cities, towns, and villages, which would contribute to swell the attendance of visitors and the number and variety of exhibits to an unmeasurable extent.

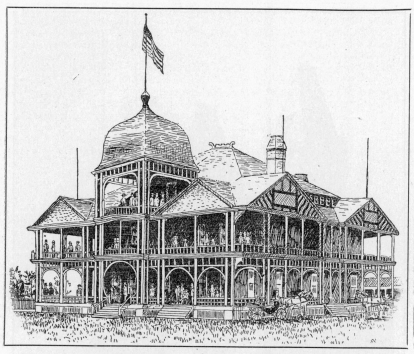
"I saw that the tract of land occupied by the Buffalo Driving Park was just suited to the purposes of a great Exposition. It could be reached in little over one-half the time required to go from the business center of St. Louis to the Fair Grounds of that city. The street railroad facilities were better for reaching the grounds here, and we had a line of steam railroad also — an advantage which St. Louis had not. The pavement of our streets to the grounds is of asphalt. At St. Louis the streets have rough stone pavements, and a carriage drive to the grounds here would be a pleasure, while there it was a torture. I saw 153,000 single admission tickets sold at St. Louis in one day, and the attendance included thousands of others who had season tickets. My conclusion from this was that the Buffalo Driving Park Grounds, used for an Exposition properly managed, would not hold the people who would be drawn there.

"Two years ago I set about to interest other business-men in such an enterprise, and a moderate amount of stock was subscribed, but each subscriber asked, 'Who is going to manage this fair? Where is the man who has the ability, and who can devote all of his time to it?' We found no one for that position, though we had interviews and held correspondence with men all over the country. The result was that the project went to sleep, and in time would have been dead.

"Last winter we heard that Mr. C. W. Robinson had been corresponding with the Business-men's Association, and offering to come here and tell them what he knew



E. P. ELMORE, MILWAUKEE, WIS.
Coal Merchant.



EXECUTIVE BUILDING—FAIR ASSOCIATION.

about Industrial Expositions as a benefit to a city. He held considerable correspondence with the Association, but it looked as though nothing was going to come of it. We sent for Mr. Robinson. We had been very favorably impressed with his ability, and after his visit, and after he had talked with the leading business-men of the city, we secured him to take full charge of the enterprise. He has shown a wonderful amount of executive ability, sound judgment, and pluck, and is pre-eminently the right man in the right place. He also showed his faith in the success of the Exposition, by taking $6,000 worth of stock.

"The company which was at a late time incorporated is, in my opinion, composed of the soundest and best business-men in Buffalo. It hopes to confer upon Buffalo the greatest benefits it ever received from any corporation, and without one cent of cost to Buffalo as a city.

"The Driving Park lands were sold to the Fair Association and paid for in their six per cent. 5-20 bonds. The Buffalo International Fair has come to stay."

Mr. Hamlin's story is an interesting one, and the foresight shown in it is characteristic of the man in all his dealings.

The daily papers have told how the organization of the Fair Association was perfected on March 25th last, at the law office of Messrs. Rogers, Locke & Milburn. The following officers were then elected:

President — C. J. Hamlin.

Vice-President — F. C. Stevens of Attica.

Secretary and General Manager — C. W. Robinson.

Treasurer — William H. Almy.

Directors — Philip Becker, Charles F. Duntaar, C. W. Miller, Gerhard Lang, S. S. Spaulding, A. P. Wright, Harry Hamlin, Clarence O. Howard, and William Hamlin.

The men who joined with the projectors in the enterprise were: the Hon. E. G. Spaulding, Pascal P. Pratt, Daniel O'Day, the Hon. Sherman S. Rogers, Charles A. Sweet, A. P. Wright, Miller, Greiner & Co., Barnes, Hengerer & Co., Wm. H. Glenny, Sons & Co., Adam, Meldrum & Anderson, R. L. Howard, J. N. Adam & Co., C. J. Hamlin, D. E. Morgan & Son, S. O. Barnum, Henry Altman, Truman G. Avery, Philip Becker & Co., E. Howard Hutchinson, Wm. Hamlin, Howard H. Baker, J. J. Albright, Humburch & Hodge, C. W. Robinson, Henry M. Watson, E. D. Tuthill, Edmund Hayes, Henry W. Box, Philo D. Beard, Edward S. Hawley, Hayward & Co., E. G. Hubbard, Jewett M. Richmond, Daniel E. Newhall, E. L. Stevenson, Stafford & Co., George W. Archer, W. H. Walker & Co., John L. Williams, Jacob Ginther, Farrar & Trefts, E. A. Buck, D. W. Harrington, Edward Beck, John Wickser, Matthew Hodgson, W. H. B. Held, George Urban, Jr., B. L. Sheldon, William Stimpson, James W. Whitney, B. D. Rogers & Sons, Charles Richardson, John H. Smith, George Sandrock, E. N. Cook & Co., Thomas Cary, James P. Dudley, C. F. Dunbar, S. F. Eagan, Thomas T. Ramsdell, Harlow C. Palmer, A. E. Perren, J. F. Schoelkopf, Weed & Co., James Adams, August Beck, Wm. H. Almy, Irlbacker & Davis, Joseph B. Jennings, Harry Hamlin, James C. Beecher, John Ly'h & Sons, Franklin D. Locke, James Mooney, George E. More, Henry Massing, John Sorgel, George P. Sawyer, John Scatcherd, W. E. Scheu, F. C. Stevens, George W. Tifft, Sons & Co., Baker Tolsma, S. Willett, W. C. Will, Harry M. Kent, Charles W. Miller, James Cairns, J. M. Dusenberry, S. S. Spaulding, John Satterfield, Joseph L. Hunsicker, Bernhardt Bros., J. D. Brenner, Charles Berrick, R. G. Drullard, Martin Engel, the Hon. Edward W. Hatch, F. H. Kinnins, Henry Kramer, Jacob Kissenger, Louis Kirkover, Lautz Bros., George Y. Forman, Meech Bros., Emanuel Levi, Gerhardt Lang, the Hon. Daniel N. Lockwood.

Recently Mr. Almy resigned as Treasurer, and Mr. B. H. Rounds was elected to fill the vacancy.

Mr. Hamlin's faith is now not only shared in by the other incorporators, but by a majority of the business-men of Buffalo, and already the stimulation of this universal interest is being felt in the pulse of the city's trade.

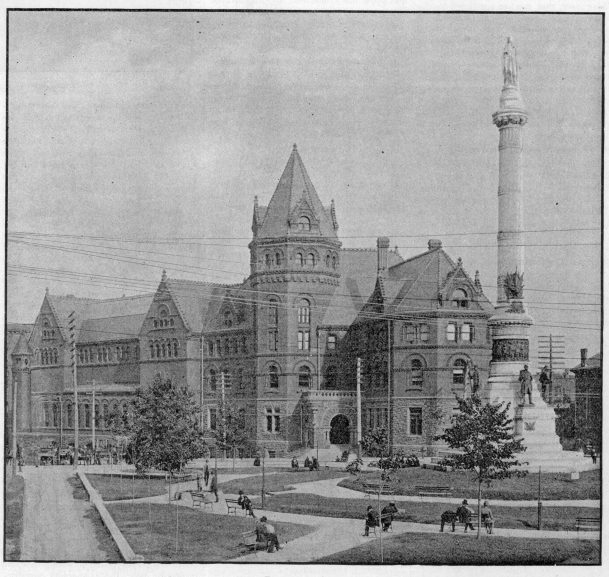
BUFFALO'S CLIMATE.

The highest temperature since the Government Signal Service has had an office here was reached August 4, 1877, and was 94.2 degrees. On only three other dates do the records of the office show a temperature higher than 90—namely, June 30, 1878, August 28, 1881, and July 3, 1887. The lowest temperature recorded is 13.5 degrees below zero, Jan. 25, 1884. The annual mean temperature since the establishment of the Signal Office 17 years ago has been 46.3 degrees. The monthly means for this period have been: January, 23 degrees; February, 25; March, 30; April, 41; May, 54; June, 64; July, 70; August, 69; September, 61.9; October, 48.6; November, 40.5 December, 30 degrees. The average yearly precipitation was 37.92 inches.

The Government weather observer says: "Though the temperature in Buffalo does not reach as high as that of other lake cities, yet the amount of moisture is considerably greater, as the lake is to the southwest. . . . The spring in Buffalo is generally later than at other stations, but the cold waves of early winter are felt much more severely at other lake stations than here."

This official and indisputable record shows an unusually equitable and temperate climate. In summer, especially, the climate of Buffalo is all that a climate should be or could be.

Buffalo is a very healthy city.



THE BUFFALO LIBRARY.

NOT FOR MONEY.

But Solely for the Welfare of Fellow Men.

BUFFALO'S PUBLIC SPIRIT.

Shown in Organized Action for Benevolence and Culture.

By Dr. F. Bradnack.

THE object of the following sketch is to give an idea of several city organizations of an educational, liberal, and charitable nature, each of which does, in its own way, good and noble work simply for the sake of the work, the acquisition of money not entering in any way into their calculations. In other words, these organizations are public-spirited institutions, each of which is doing good work in the cause of education, morality, liberal culture, or religion.

Buffalo Library.

This institution occupies a magnificent fire-proof building of brick and stone, at the junction of Washington, Clinton, and Ellicott streets and Broadway. It was completed and occupied in January, 1887. Including the land, this building cost $350,000. It is owned by the Library (formerly the Young Men's) Association, founded in 1836. Its reading-rooms are free, but its circulation of books is restricted to members. The Library possesses upwards of 70,000 volumes and pamphlets. Besides the space occupied by books, the first floor is sub-divided into study, reading, catalogue, periodical, chess, and lecture rooms.

The Buffalo Library is an institution of which any city might well be proud. As foreshadowed by the Superintendent's able report of last year, the 70,000 books will doubtless, as years go on, swell to a million; and in this noble edifice that enormous number of books could safely and conveniently be housed.

The public libraries of a city are a pretty fair guage of the culture and intelligence of the inhabitants. It is in the great intellectual centers of the world that books are massed in large quantities. The library of the British Museum and the National Library of Paris each contain over two million books. Berlin, Vienna, and the Vatican libraries follow with somewhat smaller figures. Every intelligent citizen of Buffalo has cause to rejoice that the Buffalo Library exists. For its actual practical working value, the community has chiefly to thank its able and zealous Superintendent, J. N. Larned, Esq., who is (as proved by the results he has produced) emphatically the right man in the right place; and also that ideal Librarian, the veteran William Ives, Esq. The present writer having a practical knowledge of the great difficulties overcome by these two untiring workers, cannot avoid speaking feelingly on this subject. Many viewing the Library in its present state of perfection, have but a faint idea of the immense labors performed by these two gentlemen in producing that perfection.

It is a noble center of culture for a great and growing community. On the first floor will be found the delightful Study, stocked with books of reference. The Reading-Room has constantly on file the choicest periodical literature both of Europe and America.

The collection of autographs owned (and on exhibition) at this Library is exceedingly rare and valuable, and will well repay the visit of any lover of literature. Space fails to allow of enumerating its treasures, but they range over several centuries and many nationalities.

The Library is open daily from 8 A.M. to 9 P.M. The annual fee for membership is $3.

Grosvenor Library.

This library, which is the gift of the late Seth Grosvenor, occupies rooms in the building of the Buffalo Savings Bank at the northwest corner of Washington and Lafayette streets. It is a free reference library, and contains upwards of 33,000 volumes. The institution is supported by the income from its book-fund, and an annual appropriation of $4,000 by the city. It possesses, besides, a building-fund, with which it is intended speedily to erect a handsome library building. The library is useful in its way, though that way is somewhat restricted by the conditions of the bequest. Although books can not be taken outside its walls, a man may sit and read inside them forever, if so disposed.

Buffalo Historical Society.

This is a society which, among the public-spirited institutions of Buffalo, deserves special mention. In 1887 it took new and exceedingly eligible quarters in the Library Building upon the third floor. In its origin it was an offshoot of the Young Men's Association. It now stands on its own foundation. President Millard Fillmore was the true founder of this Historical Society. Its purpose is to gather and garner all material relative to the history of the country, and particularly to that of the immediate vicinity. The history of this country not beginning in a far-distant past, is is not lost in the dim regions of legend, fable, and tradition, so that the labors of a historical society are not vain, but eminently practicable. The work of the society, so far, has been mainly devoted to the condition of Western New-York and the frontier at the time of their earliest discovery, and to record in minute detail the facts concerning their development to the present time. In manuscripts, pamphlets, relics, and publications the society has already gathered much material for the local and national history.

The library of the society contains over 9,000 bound volumes. Each year brings rare and valuable additions to the collection. The oldest book in the library was published in London in 1599. It also possesses over 7,000 unbound pamphlets, which later on will receive bindings. The manuscript collection is very valuable. The society has upwards of 180 single volumes of manuscripts, not including autograph letters and correspondence. The oldest ms. volume in the collection was beautifully written in antique German in 1576.

The Historical Society also has a portrait gallery, the portraits being chiefly oil-paintings. Of these there are 61. Included among them are a number of portraits of early Buffalonians. Viewed locally, these counterfeit presentments of the pioneers are very precious.

There is also a collection of maps, charts, and atlases, numbering upwards of 700.

There are besides innumerable and various relics of the past, and curiosities, including battle-flags, mementoes and trophies of the Revolution, of the War of 1812, the Mexican War, the Patriot War, and the Rebellion. There are also curios and antiquities from Europe, Asia, Africa, and the Islands of the Sea; also memorials of the Mound-builders, of the Indian tribes that once owned the soil of this city and vicinity, and of the early settlers and pioneers of Western New-York. In fine, there is a feast of fat things for those of an antiquarian turn of mind, and these Historical Rooms are a place in which Mr. Oldbuck would have pre-eminently enjoyed himself.

There are likewise here collected large numbers of photographs, autographs, busts, pictures, and antique newspapers. He who loves the past, and wishes to renew his acquaintance therewith, should visit the rooms of the Buffalo Historical Society, which are open daily.

Its present officers are: President, James Tillinghast; Vice-president, Wm. K. Allen; recording secretary, Martin Clark; corresponding secretary, librarian, and treasurer, George G. Barnum.

Fine Arts Academy.

This delightful but unappreciated institution was organized in 1862. After various vicissitudes of location, it finally found its present home in the Library Building in February, 1887. Its first president (1861) was the late Joseph Warren, Esq. Its officers to-day are S. S. Rogers, Esq., President; L. G. Sellstedt, Esq., Superintendent and corresponding secretary, which dual position Mr. Sellstedt has occupied since 1868.

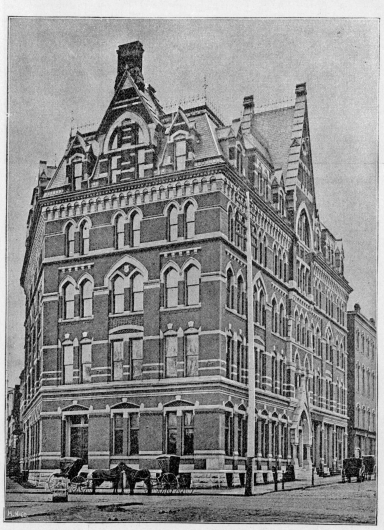
The Art School connected with the Academy was started in Nov., 1887.

The Academy possesses, in addition to its valuable collection of oil paintings, large numbers of drawings, and also photographs from famous paintings, as well as a fine collection of sculptures. The Gallery is open daily.

Society of Natural Sciences.

This scientific association was started in 1861. Its first president was the Hon. Geo. W. Clinton. It is located on the ground floor of the Library Building, where its fine collections of natural history objects find a suitable home.

The objects of this society are to encourage the study of natural history, and to foster investigation into the facts and laws of nature. These objects are helped by the possession of collections, libraries of technical books, general discussion, and personal instruction; also the equipment of laboratories, apparatus, and publications. Discussions are public, and the director of the museum cheerfully gives assistance to those who seek the society's facilities for study. The design is to reach all who may desire to profit by the means at hand. The society possesses very fine and ample collections (well classified and labeled) in the various departments of general zoology, ichthyology, herpetology, ornithology, entomology, botany, conchology, geology, and paleontology.



Y. M. C. A. BUILDING.

The secretary, Prof. Pohlman, is almost always present to furnish information concerning the society's plans and facilities, to such as may desire further instruction therein; or who may wish to know just how to proceed in studying any special branch of natural history. Of Professor Pohlman's kindness, and also his very extensive scientific attainments, there is no need to speak to any resident of Buffalo.

Young Men's Christian Association.

This useful Association, after having endured ten moves in 32 years (which, according to the adage, is worse than three fires), is now permanently located in its own handsome new building on West Mohawk Street. The object of this institution may be briefly defined as the improvement of the spiritual, mental, social, and physical condition of young men. That it succeeds in this object is most certain.

The present building, which cost about $100,000, was erected and dedicated free of debt in January, 1884. Its present officers are: President, William H. Gratwick; recording secretary, Jonathan L. Slater; treasurer, W. H. D. Barr, and General Secretary, Jno. B. Squire.

The Association has also a Railroad Branch on Exchange Street; and also a Junior Department in the main building. Its rooms are open week-days from 9 A.M. to 10 P.M. Sundays, from 2 to 6 P.M.

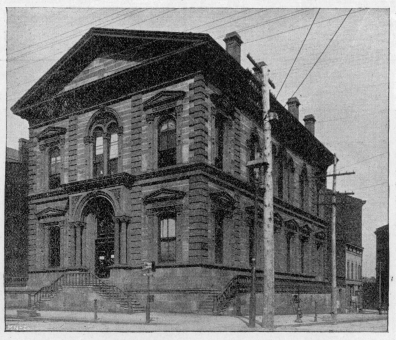
It has also an East Buffalo Railroad Branch, and is there erecting a $15,000 building for the accommodation of its East Buffalo members, who now number one thousand. The railroad companies pay all the expenses of the work, and cordially support the Association. Furthermore, during the past year the Association has organized a German Department at the corner of Genesee and Spring streets. Several of our substantial German citizens are heartily interested in this work, and so also are all the churches.

The Junior Department in the Central Building has at the present time over 500 members, who are boys from 12 to 17 years of age. The total membership to-day of all the departments is over 3,500, while the work is almost self-supporting. "The business-men of the city," said the gentlemanly secretary, Mr. Squire, "are behind us, and ready to come forward for any necessary expenditure."

The Association takes for its motto the following dictum from the writings of Rev. Dr. Griffith: "The Bible reveals to us a number of rewards that God bestows, and, if one is higher than another, the highest reward of Jehovah, the highest glory of Heaven, I believe, will be for that man who is instrumental in saving a human soul."

The Association offers to all young men, free of charge, three commodious, cheerful, well-lighted reading-rooms, supplied with the leading daily and weekly newspapers, secular and religious, together with all the first-class magazines of the day. It has also two free reference libraries, containing over 6,000 volumes. It also conducts an Employment Department and keeps a boarding-house register, for the information and convenience of members. In sickness, the Association furnishes watchers and attendants.

In an educational way the Association has every now and then "Popular Talks" by various entertaining speakers, on such subjects as health, law, science, travel, etc. It also possesses two lyceums for the purpose of debate and literary and forensic improvement; and a large and commodious Gymnasium for physical culture. There are also upon the premises comfortable baths, hot, cold, and shower. In addition various lectures, concerts, and other entertainments are furnished by the best available talent.



BUFFALO SAVINGS BANK AND GROSVENOR LIBRARY.

In short, this Association is a boon to young men, especially to those coming strange to the city, and also to all residents who avail themselves of its privileges. The annual membership dues are $2; life membership $100. Anyone desiring further particulars may be sure of a hearty and polite reception from General-secretary Squire.

German Young Men's Association.

The new and magnificent Music Hall building is the property and the home of the G. Y. M. A. The building is of brown stone, brick, and terra cotta, in modern Romanesque architecture, and is an ornament to the city. It cost, with the ground, over $200,000. It contains Music Hall, with a seating capacity of 2,854, with a grand entrance, vestibule, corridors, and boxes, and one of the largest stages in the country, complete in all its appointments. The Concert Hall in the same building has a seating capacity of 1,100. There are also society rooms, a fine library, dressing-rooms, banquet hall, and a fine restaurant. Strangers visiting Buffalo should not fail to visit this noble building.

Women's Educational and Industrial Union.

The Union occupies a large brick building at No. 23 Niagara Square. The object of this Union is to increase fellowship among women, in order to promote the best practical methods for securing their educational, industrial, and social advancement. Connected with it are a women's gymnasium, cooking classes, a kitchen garden, and a library and reading-room. The Superintendent is Miss Ada L. Hudson.

This Union is doing, and has been for years, a great deal of excellent work. Such an association was most truly needed; and, in fact, is needed in every large town. The amount of practical good possible to be done by such an organization is simply incalculable. It deserves the support of all who are philanthropic and humane. Its maintenance and encouragement ought not to be left to women alone. Men of a liberal mind could be certain of doing good by contributing to the support of the Women's Union.

Charity Organization Society.

This society, which has come to be regarded as a necessary factor in the administration of the charities of Buffalo, was founded in 1877. It is modeled after the Charity Organization Society of London, England, and was the first of some sixty societies of the same nature to be established in this country. Unlike other societies which include the word *charity* in their titles it does not disburse relief; but its object is to *organize the existing charities of the city;* and to introduce into the giving of alms, or relief of any kind, scientific business methods, which will make relief-giving helpful instead of pauperizing in its results.

Since its foundation the society has dealt with more than 6,000 families, and by the use of wise methods has made many of them self-supporting. It has also been largely instrumental in reducing the city expenditures for out-door relief, which amounted to $100,000 in 1877, but were only $45,000 in 1887.

The society seeks to help the poor by so-called provident schemes, of which it now carries on the following:

1. A Labor Bureau for the employment of washer-women;
2. A *Crèche*, or day nursery, for caring for little children while their mothers are at work;
3. A Provident Dispensary for the medical and surgical treatment of the worthy poor.
4. An Accident Hospital;
5. A Wood-yard, where employment is given during the winter to men with families who are without work or means;
6. Evening Classes in mechanical drawing, at a nominal cost to the student.

In addition, the society will establish in the near future a penny savings-bank, a free reading-room, a provident coffee and soup room, a training-school in domestic work, a home for aged couples, and free lecture-courses for working people.

In 1880 Benjamin Fitch of New-York City, who will ever be remembered as one of Buffalo's benefactors, deeded to the society a large amount of property. With the proceeds of some of this the society erected at the corner of Michigan and Swan streets a handsome fire-proof building, which is called the Fitch Institute, and which affords a home for its various charitable enterprises. The remainder of the property will in time provide a sufficient income for the support of the provident schemes which have been mentioned.

Mr. T. Guilford Smith is the President of the society, Hon. S. S. Rogers its Vice-president, and Nathaniel S. Rosenau its Secretary and Treasurer, and its offices are in the Fitch Institute and at No. 10 Court Street.

The Fitch Creche.

Among the various institutions maintained for the benefit of children, one of the most beautiful is the Fitch *Creche*, which occupies a building, the gift of the late Benjamin Fitch, at No. 156 Swan Street. Its object is to provide a day-home for the children of mothers who are obliged to earn their own livelihoods and who could not do so without a place where they could leave their little ones in safety. The pleasant atmosphere and refreshing cleanliness of the *Creche* make it a veritable infants' elysium, and a visit to it enables one to believe what its managers claim, that it is the best institution of its kind in the world. It was opened in 1880, since which time the number of admissions has been about 50,000, and so great has been the care be stowed on children that no single instance of the contraction of zymotic disease within its walls has been known.

The *Creche* is managed by a committee of the Charity Organization Society of which Dr. Charles Cary is chairman.

The Fitch Accident Hospital.

The function of this institution is to give surgical treatment and temporary care to injured persons. It occupies a suite of rooms in the Fitch Institute which are fitted up with every modern appliance and convenience for the prosecution of its work. An ambulance is ready at all hours of the night and day to convey the unfortunate to the hospital, and it is always accompanied by a competent surgeon, who carries with him such remedies and appliances as are necessary for the treatment of the injured before removal. The hospital was established in 1886, since which time it has done a beneficent work. The staff consists of Dr. E. H. Norton, attending surgeon; Dr. J. H. Pryor, attending physician; Dr. Roswell Park, consulting surgeon, and Dr. Jones, house surgeon.

Women's Christian Association.

The object of this association is to promote the spiritual, moral, mental, and physical welfare of women; to clothe the destitute children who have not sufficient means to make themselves fit to appear in Sunday or day school; also to aid any adults who are too poor to provide themselves with suitable clothing;—in short, to help the poor in this city to help themselves. This work is divided into three branches; first, the poor in families in their own homes; second, girls, strangers in the city seeking a livelihood; and, third, children in industrial schools. Its officers are: President, Mrs. E. Haines; corresponding secretary, Mrs. Geo. Wadsworth; recording secretary, Miss Mary E. Chichester; treasurer, Mrs. H. S. Cunningham; matron of home, Mrs. James Carson; missionary, Mrs. A. McPherson.

As an example of the practical good done by this association, it may be mentioned that last year it gave away 1,144 garments, 252 pairs of stockings, 112 pairs of shoes, 25 pairs of rubbers, 19 sheets, 17 blankets and comfortables, 5 bedsteads, 104 yards of new material, and many baskets of provisions and other necessaries of life. Besides these gifts, the association paid out in cash for furniture, rent, food, and funeral expenses $412.11. Families have been placed under gospel influences, and children led to Sunday schools. This good work is constantly gaining the confidence of the public.

The association (at present located at the corner of Eagle and Ellicott streets) contemplates moving in October to a much more commodious home, now building at the corner of Court Street and Niagara Square. In this new building ample accommodations of all kinds will be furnished. It will house four times as many as can be cared for in the present quarters, and will be in every way more commodious and comfortable.

When it is established in its new quarters, it is calculated by the matron that the association's power for good will be at least quintupled. In the new building will be room for various classes, and ample facilities for the literary exercises and other modes of improvement which the association furnishes. It will be a handsome edifice of stone and brick, costing some $60,000, and both an ornament and an honor to Buffalo.

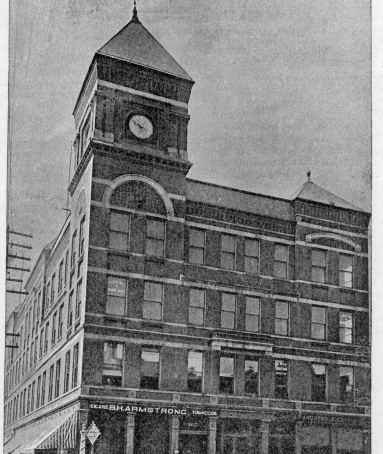
Queen City Society for the Prevention of Cruelty to Children.

This society has for its object the protection of helpless childhood from cruelty and suffering; and kind and earnest attempts for the reformation of those who inflict misery upon the innocent. The thousands of children rescued from want and misery by this society, and now surrounded by hope and comfort, are living proofs that it deserves the hearty support of the community. Last year it rescued from cruelty and neglect more than 400 little ones, and improved their condition either by reforming their old homes or by placing them in new ones. The society is in great need of a permanent Home, and it is to be hoped will soon have it.

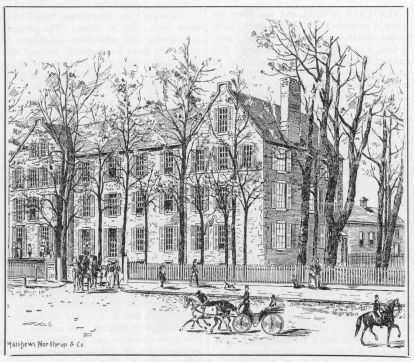
The society is now located at 29 Franklin Street. Its officers are: O. P. Letchworth, President; Hon. S. Cary Adams, treasurer; H. S. Cunningham, recording secretary; superintendent, A. P. Ripley, Jr.

Buffalo Children's Aid Society.

This society has for its object the protection, care, shelter, and saving of friend-



THE FITCH INSTITUTE.



THE CHURCH HOME.

less and vagrant children, furnishing them with food, raiment, and lodging, aiding them, and supplying their wants; providing them with suitable occupation, also instructing them in moral and religious truths, and in the rudiments of education.

The officers are: President, S. S. Guthrie; Vice-president, F. L. Danforth; secretary, Millard S. Burns; treasurer, D. E. Brown; matron, Mrs. W. H. Coke; attending-physician, Dr. F. R. Campbell.

The society occupies rooms at 29 Franklin Street.

Charity Foundation of the Protestant Episcopal Church.

The Foundation maintains in the building No. 24 Rhode Island Street a home for relief, shelter, support, education, and protection of indigent, sick, or infirm persons, including orphan, half-orphan, and destitute children. Total number of beneficiaries last year, 98; daily average, 70. Its Board of Managers are: Rev. L. B. Van Dyck, Rev. F. Lobdell, Rev. W. A. Hitchcock, James E. Ford, Esq., and others. Its President is Thomas Lothrop, M. D.; Vice-president, Rev. L. B. Van Dyck; secretary, W. H. D. Barr; treasurer, Edward S. Dunn; resident chaplain, Rev. O. R. Howard, D.D.; physician, Charles G. Stockton, M. D.

The Deaconesses in charge are Sister Louise and Sister Mary; teachers, Sister Louise, Principal; Annie U. Scoville and Catherine M. Earl, assistants.

This is a model institution of its sort. The Home is most pleasantly situated, commanding a very fine view of the Niagara River, forts, and opposite shore. Such a view in itself must be a wholesome and recuperative influence to such as are sick or infirm. Then there is a very large and well-cultivated kitchen garden at the back, which furnishes the Home with a constant supply of vegetables and fruit in season.

The building internally is divided into three departments, (1) for old ladies, (2) for children, and (3) the nursery department. There are at present 60 children in the Home every one of whom appears to be comfortable and contented. The nursery is a pleasure to look into, so full is it of happy faces,—children who not only look well, but *are* well; well fed, well fed, well clothed, well housed, and well cared for. The children's three dormitories also are exceedingly neat and clean, and fanned by the health-giving fresh breezes from the adjacent river the children can scarce help but sleep sound and well. A look into the childrens' dining-rooms as the inmates were about to sit down to dinner showed that the tables were well supplied with wholesome and substantial food, and everything eatable had an appetizing and sanative appearance. The old ladies department and the nursery have each a dining-room of its own.

The Home has been in its present location about 20 years. Miss Newman speaks of the Home as greatly needing *more room;* which it is hoped it may soon acquire.

The children's school-rooms and play-rooms are appropriately equipped and furnished; the boys' dormitory is kept in most excellent order by the boys themselves, who are taught to be useful. One little boy was seen sewing buttons on his companions' shoes, and seemed quite pleased at being so employed.

Take it for all in all, this Home is a delightful place for those within its walls, for they are made as comfortable and happy as the conditions of mortality render possible.

Cuard of Honor Library and Christian Institute.

This occupies a building of its own at No. 620 Washington Street. Its objects are the moral and intellectual instruction of those who avail themselves of its privileges; also to furnish lodgings to worthy young men from October 1st to May 1st free of charge; also to maintain a free public library. During 1887, 1,295 nights' lodgings were furnished to 185 men. Its officers are: President, Louis F. Iulg; treasurer, Wm. H. Cuddeback; superintendent, Wm. W. Stewart. It does, in a quiet way, a large amount of useful work. It was founded by Miss Charlotte Mulligan.

Buffalo General Hospital.

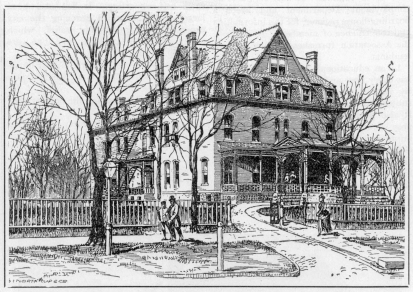
This is a handsome brick building, occupying spacious grounds at No. 100 High Street. Its object is to furnish aid, medical and surgical, to indigent and other patients. In 1887 this Hospital received and cared for 1,230 patients, and the daily average number in its charge was about 80. The hospital has an ample corps of able attending physicians and surgeons, and is in many ways a model institution.

Hospital of the Sisters of Charity.

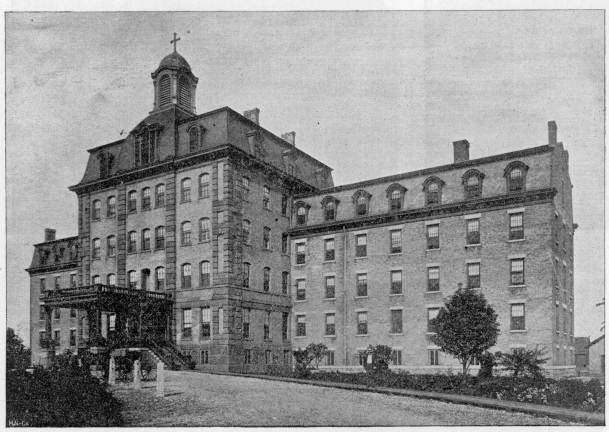
This is located on suitable and extensive grounds, on Main Street between Delavan Avenue and Florida Street. Its objects are the care and treatment of the sick and injured. In 1887 it received and cared for 1,345 patients, and the daily average number present was 160. This institution is under the management of seven Sisters of Charity; Sister Mary Florence, Superior. The Sisters' hospital is easily accessible, as the Main Street cars run to its doors. Its Physician-in-chief is the able and well-known Professor John Cronyn, assisted by an able staff of coadjutors.

Emergency Hospital.

This is the surgical branch of the Hospital of the Sisters of Charity. It is situated on the northwest corner of South Division and Michigan streets. It is a most useful institution for the purpose it is intended to serve — emergencies — and does a large amount of good work.



HOME FOR THE FRIENDLESS.



THE PROVIDENCE LUNATIC ASYLUM.

Beside these principal hospitals, there are several smaller ones, together with dispensaries, all well organized, and all useful in their several spheres; but it is not needful to particularize concerning them.

Homœopathic Hospital.

This is situated at No. 74 College Street. Its object is the maintenance of a homœopathic medical, surgical, and lying-in hospital. The total number of patients received last year was 300.

Society for Prevention of Cruelty to Animals.

The office of the society is at 240 Main Street. Its officers are: President, Col. E. A. Rockwood; treasurer, Charles M. Utley; corresponding secretary, Mrs. Lily Lord Tifft; recording secretary, Miss Margaret F. Rochester; agent, H. M. Wright.

This society, like that of the same name in New-York City, made famous by Mr. Bergh, is an organization which merits the sympathy of every humane person. Indissolubly connected with this society are the names of Mrs. Dr. Lord and Mrs. Lily Lord Tifft. Since its organization these ladies have been untiring in their labors for the cause, and for the great good they have done they are entitled to the gratitude and the respect of every Buffalonian.

In proof of the practical work of this noble society, the following statistics for last year may be cited. During that period there were eleven arrests and six convictions for cruelty; there were 148 complaints made to the society, and all were investigated; there were 373 preventions; 56 animals were killed (to put them out of misery); 86 were sent to the boneyard; and $75 in fines were imposed.

Home for the Friendless.

The home is situated at 1,500 Main Street. Its object is to provide a home, temporary or permanent, for women who are friendless and unable to take care of themselves. Transient dwellers are accepted on recommendation of any one interested in the home — permanent inmates, only on examination and payment of $350. The total number of inmates last year was 148; the daily average was 45. The President of the home is Mrs. F. H. Root; secretary, Miss G. E. Bird. This has been truly a home to many friendless ones.

Buffalo Catholic Institute.

This is organized for the establishment and maintenance of a library and reading-room, literary and scientific lectures, and other means for promoting moral and intellectual improvement. It occupies the building on the north-east corner of Main and Chippewa streets. Its President is Charles Lautz, Esq.; treasurer, Peter Metzen.

Young Men's Catholic Association.

This occupies St. Stephens Hall, corner of Swan and Franklin streets. Its object is the advancement of young men in religion, literature, and social culture. It has both a library and a gymnasium, which are open daily from 7.30 to 10 P. M.

Providence Lunatic Asylum.

This is located at the corner of Main Street and Humboldt Parkway. It is maintained by the Sisters of Charity for the care and treatment of the insane and inebriate. Like the "poor," the insane and the inebriate are "always with us," for some men are like Sir Toby Belch, and will persist in drinking so long as there is a passage-way in their throats, and these being the facts, the duty of society is to treat these unfortunates not only scientifically, but humanely, and this institution endeavors to do both. It was the opinion of an old writer that all the world might go mad, and nobody know it. We may not have come to that pass yet; but for all that there are many among us who, in popular parlance, have "a slate off their roofs." This asylum had about 100 inmates in 1887. Its Superior is Sister Mary Thomas, and its attending physicians Dr. Floyd S. Crego and Dr. Ring.

Catholic Protectory.

The object of this institution should enlist in its favor the sympathy of all who are humanely disposed. Its object is the protection of destitute Catholic children. Its location is in the town of West Seneca, six miles from Main Street, Buffalo. It not only protects, but corrects, truant or wayward children, and teaches its inmates some useful trade. Inmates are received on the commitment of a magistrate, the warrant of the poor authorities, or the application of parents or guardians. Last year this protectory received 180 inmates.

Buffalo Orphan Asylum.

This asylum occupies extensive buildings at 408 Virginia Street. It was established for the purpose of protecting, relieving, and educating orphan, friendless, and destitute children; and receives this class on personal application or the warrant of the Superintendent of the Poor. In 1887 it cared for 147 inmates. Mr. Jos. B. Sweet is the president of this asylum.

Evangelical Lutheran St. John's Orphan Home.

This is located at 280 Hickory Street, and at Sulphur Springs, four miles from this city. The former department is for girls, the latter for boys. The total number of inmates in 1887 was: boys 29, girls 30. Its director is Rev. J. Brezing.

St. Francis Asylum.

This is situated at 337 Pine Street. Its object is the care of the aged and infirm of both sexes, without distinction of nationality or religion. Inmates are received on the warrant of the legal authorities appointed to care for the poor, and also on personal application. The total number of inmates in 1887 was 337, and the daily average 234. The institution is in charge of the Sisters of St. Francis.

Evangelical Church Home.

This is located at the junction of Genesee Street and Broadway. Its object is to receive old, infirm, and indigent persons, and also orphan children, and to provide for their physical, mental, and spiritual wants. The total number of inmates last year was 17, and the daily average 14. The admission is free of expense to regular members of the Evangelical Churches who are without means. Others are admitted on payment of $92 per annum, or on the warrant of the poor authorities. Its officers are: President, Rev. F. Schelle; treasurer, Philip Debus.

Le Couteulx St. Mary's Benevolent Society for the Deaf and Dumb.

This society is located in a large building at 123 Edward Street, and devotes itself to the education of the unfortunate class specified in its title. It also operates a branch at the corner of Main Street and Forest Avenue. It is purely educational Pupils under 12 years of age are nominated by the overseers of the poor for the towns and by the ward supervisors in cities. Those over that age are appointed by the Superintendent of Public Instruction of the State of New-York. Its President is Rev. P. S. Dunne. It is only in modern times that any organized efforts have been made to ameliorate the mental condition of the deaf and dumb. Surely, if any class of our suffering fellow-creatures appeal to us for succor it is this class; and surely also, practical Christianity can find few better fields for its humanitarian efforts than among these.

St. Vincent Female Orphan Asylum.

This was founded for the purpose of affording moral and physical training for orphans and destitute children. An Industrial School is a feature of the institution, which is located at the southeast corner of Main and Riley streets. In 1887 it sheltered 153 inmates. This asylum is managed by seven Sisters of Charity.

German Catholic Orphan Asylum.

This is situated at 530 Best Street. Its object is to provide for, support, and educate German Roman Catholic orphans and destitute children of both sexes. Its President is the Very Rev. Jos. M. Sorg. Its officers in charge are the Sisters of St. Francis.

St. Mary's Lying-in Hospital, and Asylum for Widows and Infants.

This occupies a spacious building at 126 Edward Street. Its object is to provide an asylum for poor widows, lying-in women, and infants, who are received on the warrant of the poor authorities. In 1887 the asylum provided for 288 inmates. It is in charge of the Sisters of Charity.

Buffalo Maternity Hospital.

This is located at No. 334 Seventh Street. Its objects are sufficiently indicated by its title.

Newsboys' and Bootblacks' Home.

Such an organization was unknown a few years ago. Here, at No. 29 Franklin Street, the hard-working bootblacks and newsboys find a comfortable and congenial home; here they may rest their bodies and cultivate their minds after the labors of the day; and here they find good food, clean beds, and a wholesome physical and moral atmosphere.

Asylum of Our Lady of Refuge.

This occupies a stone building at 485 Best Street. Its object is to reform wayward girls. Inmates can be sent by parents or guardians. Some, also, enter voluntarily, and some are committed by magistrates. There were in 1887 over 200 inmates. The institution is in charge of the Sisters of the asylum, and is one well deserving the support of the good people of Buffalo.

Ingleside Home for the Erring.

This is located at 1652 Michigan Street. Its object is to provide a pleasant home, where the erring may be led back to the right path, and become useful members of society. Had Tom Hood known of such an institution, he need not have written:

"O, it was pitiful,
In a whole cityful,
Friends she had none,"

For these and kindred asylums furnish friends to those who are friendless, and perform a work upon which we may imagine the angels looking down with sympathy and approbation. Inmates are committed to this reformatory by the police justice and are sent also by the superintendent of the poor. It received over 100 last year.

The above list by no means comprises all the public-spirited and eleemosynary organizations of Buffalo. Many others exist, each of which within its own lines performs useful offices for the general good. But in this sublunary sphere, not only time but space, are limited; and, therefore, we have pointed out merely the most notable monuments of this class.

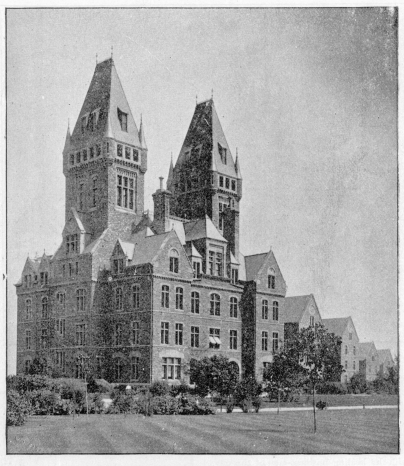
INSANE ASYLUM.

The Most Important State Institution Located in Buffalo.

IN 1869, Gov. Hoffman, pursuant to an Act of the Legislature of that year, appointed Dr. John P. Gray of Utica, Dr. James P. White of Buffalo, Dr. Milan Baker of Warsaw, Dr. Thomas D. Strong of Westfield, and Dr. William B. Gould of Lockport a commission to choose a site within the eighth judicial district for a new Insane Asylum. Buffalo's offer of a site of 203 acres of rolling land adjoining the Park and a perpetual free water supply was accepted. In 1870 a plan was adopted and in 1872 the corner-stone of the present extensive buildings was laid. The construction was continued till the Fall of 1880, when the central building and the wards on one side were completed for occupancy, at a cost of about $1,500,000, and on the 15th of November, 1880, the institution was officially opened for the reception of patients of both sexes.

The plans provide for a central or administration building of four stories, located about 400 feet north of the avenue.

STATE INSANE ASYLUM.



STATE INSANE ASYLUM.

The first story contains offices for administrative purposes, the second is the residence of the superintendent's family, the third is occupied by the other officers, and the fourth contains the chapel. Upon either side of the central building there will be, when the plan is fully carried out, five other buildings, containing in all eleven wards for patients of each sex. Of these the first and second are of three stories, the third and fourth of two, and the fifth and last, for the most disturbed class, of one story only. These buildings are connected by fire-proof corridors thirty feet in length built on an arc of a circle, with the concavity to the front. These serve as a means of communication between the wards, and at the same time separate them from each other. They also lessen the danger of destruction of the whole asylum by fire, afford more sunlight upon all parts of the building, and facilitate the circulation of air around and between the buildings. By this mode of connecting, by corridors, the buildings arranged in *echelon*, the view from the ends of the wards is entirely unobstructed. The extreme end of the last building is about 1200 feet distant from, and 300 in rear of, the center. The ward corridors are about two hundred feet in length, fourteen feet in width, with ceilings of sixteen feet in height on the first and fourteen feet on the upper floors. The rooms are placed on one side only of the ward corridors. A wing is projected to the rear of each ward, which has rooms on both sides of a central hall. This rear extension can be shut off from the front or main corridor. At the end of the ward farthest from the center building, in a rear projection near the connecting corridors, are located the general service rooms, as bathing, clothing, wash-rooms, closets, etc. The ward kitchen is entirely separated from the ward buildings. The wards are ventilated by independent flues, starting from near the base-board in each of the rooms and dormitories, and extending to the attic, from which the air passes out through the ridge of the roof.

Fresh air is forced into the building by the fan at the engine-house. This passes through an underground tunnel into the air-chamber in the basement; whence, after passing over the cast-iron radiators heated by steam and located at the starting-point of the air-flues, it enters the ward at a point near the ceiling.

The water supply is furnished from the city mains, and is ample. The buildings are lighted by gas obtained from the city works.

The need for another asylum for the insane, located in the western part of the State, has been fully demonstrated since the opening of the Buffalo asylum. Its accommodations, which are at present intended to be adequate for 300 patients, have been fully utilized almost from the beginning. The Asylum is at present officered as follows:

Board of Managers — John D. Hill, Daniel H. McMillan, John H. Meech, John Boardman, Charles G. Curtiss, Charlotte S. Williams, Buffalo; Wm. F. Irish, Olean; F. B. Brewer, Westfield; Caroline B. Stoddard, Rochester.

Secretary and Treasurer — Elias S. Hawley, Buffalo.

Superintendent — Dr. Judson B. Andrews; First Assistant, Dr. W. D. Granger; Second Assistant, Dr. W. A. Hurd; Steward, Levi Beam; Chaplain, Rev. A. T. Chester.

THE CONVENTION CITY.

Though Buffalo has not been made the seat of the national conventions of the Republican and Democratic parties, yet it has almost every other sort of national convention, and has many of them every year. Its location midway between East and West and its unrivalled summer climate make it the ideal convention city.

A NECESSITY.

Erie County Alms-house, with Population of Over 700.

THE Erie County Alms-house and Insane Asylum is located on Main Street, six and one-half miles from the City Hall. The Alms-house is a substantial stone building, three stories in height above the basement. In the rear of the main structure are the hospital buildings. The general outlines of the buildings form the shape of a cross, the hospital in the rear and two lateral wings extending from the main building, each having an extent of 145 feet. The main or center building is 90 by 65 feet, and is occupied principally as the administration building.

The Asylum for the insane, also of stone, is situated near the Almshouse, and consists of a main building 50 feet front by 124 feet deep, with lateral wings 158 by 56, all three stories in height above the basement, exclusive of a roomy garret under a French roof.

Connected with the main building in the rear by a corridor 220 feet in length is the "cottage" annex, a two-story stone building 56 by 65 feet. Farther in rear of the administration building are located the boiler-house, general cooking-room, and dining-room for the officers and employees of the Asylum, and the new laundry. The laundry is a fine stone building 59 by 90 feet, one story in height, divided into four apartments: a receiving-room 12 by 21 feet; a wash-room 28 by 40 feet; a drying-room 15 by 28 feet, and an ironing-room 30 by 40 feet. It is supplied with the latest approved machinery and apparatus necessary for laundry purposes, and of capacity sufficient to do the work for 1,500 patients.

Immediately in front and to the west of the Asylum buildings is a tract of 8¼ acres of land, having a gentle slope toward Main Street, which was in 1886, through the efforts of Mr. Moest, the keeper, appropriated for park purposes for the insane. The park is beautifully laid out, with winding walks, numerous shade trees, flower beds, and a water fountain in the center. Six canvas tents, 12 by 18 feet, are placed in the park for the use of the patients.

A visit to the Alms-house and Asylum at once discloses the fact that Keeper Moest is untiring in his efforts to alleviate the unfortunate condition of those under his charge. Everywhere in the buildings and about the premises is observed a condition of most scrupulous tidiness; the inmates are well clothed and abundantly supplied with good, wholesome, well-prepared food; they appear happy and well-contented, and everywhere an air of the utmost cheerfulness prevails.

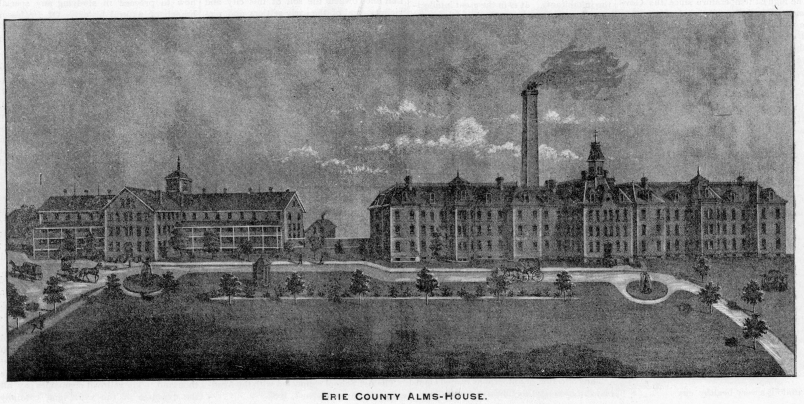
Erie County is truly to be congratulated upon the very liberal provision which has been made for the care of its poor—said on good authority to be second to none in the United States; and it is also to be congratulated on having the services of so efficient, kind, and energetic a keeper as Henry Moest.

The estimated value of the Almshouse property is as follows:

Farm, 154 acres	$ 34,650 00
Buildings and other improvements	285,000 00
Personal property	42,593 34
Total	$362,243 34

At present there are 198 male patients and 184 female patients in the Asylum; 78 males and 45 female patients in the Hospital department, and 127 males and 76 females in the Almshouse proper, making a total population of 708.

According to Keeper Moest's last annual report, the average population for 1887 was 723; the highest population, March 14, 1887, 836, and the lowest population reached during the year was on Sept. 17th, when the number was 649.



ERIE COUNTY ALMS-HOUSE.

The County's first Almshouse was a small stone structure, two stories and basement, located on a tract of 90 acres in the neighborhood of what is now the corner of Fargo and Porter avenues, the building being situated about 150 feet north of where the Holy Angels Church now stands. The first inmates received, were Kenaz Pixley, wife, and seven small children, who were admitted Jan. 8, 1829.

A few years later a small frame building was erected near the Almshouse, for the insane, of which there were about 25. This tract of land was bought by the County from the State, the purchase price having been $29 per acre, and was retained for Almshouse purposes until 1847, when all but ten acres was sold at public auction, the County receiving an average price of about $80 per acre. The remaining ten acres was sold in 1890 to a man by the name of Brooks, for the sum of $12,000.

In 1847, owing to the rapid growth of the city and the increasing number of paupers, it was deemed advisable to provide more extensive accommodations for the county's wards, and to have the Alms-house farther removed from the business portion of the city. Accordingly the present site, a farm of 154 acres, a portion of which at that time was covered with unbroken forest, was purchased, the price having been $10,000.

The first buildings erected on this site were a three-story stone building for the Almshouse and a smaller one for the Insane Asylum. They were constructed during the years 1848-9, and occupied in the early part of 1850.

The Almshouse was partially destroyed by fire in 1854, and again in 1862, fortunately, however, without loss of life or serious injury to any of the inmates.

In 1865 an addition for hospital purposes, a stone building 80x45, two stories high, containing twelve wards and several smaller rooms, was constructed at the rear of the Almshouse, and a further extension of the hospital department was made in 1884 by the addition of a two-story frame building, 60x45.

The Insane Asylum, erected in 1848-9, was a building 118x40, two stories in height, situated about 200 feet southwest of the Almshouse building, and of capacity for about 100 patients. Later on a small stone building and wooden pavilions were erected in the rear for the accommodation of the increasing insane.

The central building of the present structure was built in 1874, the south wing for female patients in 1877, and in 1879 the original insane asylum was replaced by the north wing of the present structure, and in 1885 the neat "Cottage" annex at the south of the main buildings was erected.

Upon the completion of the north wing in 1879 the wooden pavilions were cleared away, the grounds regraded, sodded, and shade trees set out, thus making a delightful park for the recreation of the insane in the rear of the buildings.

In 1850 the number of insane in the County Asylum was less than 100; on January 1, 1877, the population was 151, and at the present time 880—being the full capacity of the present buildings.

In connection with this it may also be stated that Erie County is maintaining about 70 chronic insane patients at other institutions and 125 acute insane patients at the Buffalo State Asylum.

PARK SYSTEM.

Its Extent, Character, Cost, and Varied Features.

$1,650,000 FOR RECREATION

Square, Front, Parade, Park, and Parkways Make a Fine System.

By William McMillan, Superintendent.

THE total area of the several parks and public pleasure grounds of Buffalo is 512 acres, exclusive of the broad avenues and parkways known as the Park Approaches. The special character and distinctive features of these different public grounds may be thus summarized:

I. Twelve small squares, circles, or public places scattered widely throughout the city, and aggregating about 50 acres. The smallest (but also the most central and prominent) of these is Lafayette Square, in the center of which stands the Soldiers' and Sailors' Monument, built at a cost of over $50,000.

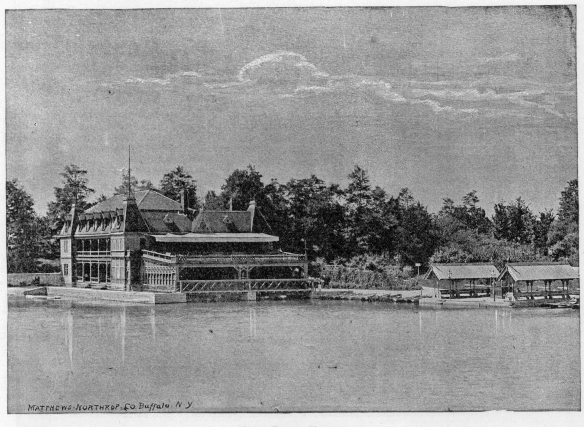
II. The Front, 1½ miles northerly from the City Hall, and 44 acres in area. It is situated on a bold bluff opposite the head of the Niagara, 50 to 60 feet above the level of Lake Erie, and commands a broad prospect over the lake, with an interesting view of the river and the Canadian frontier. In the summer and autumn months it is fanned by a cool westerly breeze almost constantly blowing from the lake. A refectory known as the Lake View House occupies the center of the grounds. Fort Porter, a military post of 17 acres, adjoins this ground, and the public drive of the Front is continued along the crest of the bluff through the grounds of the Fort. The magnificent prospect and prevalent lake breezes make the sidewalk borders of this drive a popular promenade in the summer months.

III. The Parade, 2½ miles easterly from the City Hall, and containing 96 acres. Its main feature is a smooth, gently-sloping lawn, designed for military drills, parades, attractive outdoor sports, and popular festivities. A large refectory known as the Parade House, with a small natural grove adjacent, affords ample opportunity for shade, rest, and refreshment.

IV. The Park, 3⅛ miles north of the City Hall, and comprising 362 acres. It is naturally divided into two distinctive parts, named respectively "The Meadow Park" and "The Water Park."

The meadow is a grand sweep of undulating turf 150 acres in extent, with a goodly number of well-grown trees scattered through it, and its borders thickly furnished with natural woods and young plantations. The length of the circuit drive in the Meadow Park is about two miles.

The ornamental lake of the water park is 46⅓ acres in area, lying in a fine natural basin about 25 feet below the bluffs on either side. Its form is finely diversified by deep sinuosities and projecting headlands and by the varying heights and slopes of the encircling banks, which from every point of view half-conceal and half-reveal the extent of the water surface. In one of its bends near the main drive of the Park is situated a large building named the Boat House, which serves the double purpose of Park Restaurant and headquarters for the renting of boats. The lessee provides 70 boats, all of which are in active demand every pleasant afternoon. An old natural grove adjacent to the house is the chief picnic ground. Twelve acres have been recently added to the Park in this vicinity, which nearly doubles the area of woodland and green available for picnic purposes.



THE BOAT HOUSE.

PARK BRIDGE ACROSS DELAWARE AVENUE.

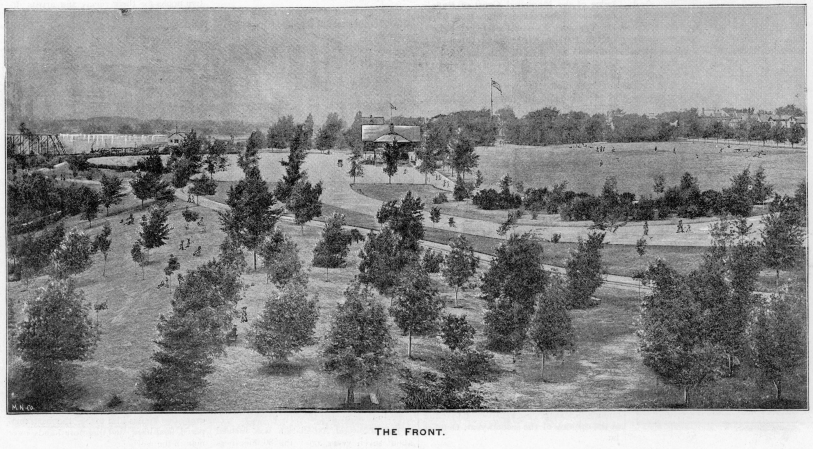
The young plantations on the sloping banks of the lake are exceedingly thrifty, and comprise about 400 different kinds of trees and shrubs. A feature specially noticeable is the rich variety of hardy flowering shrubs massed in effective groups along the borders of the encircling walks. The foot-paths of the Water Park aggregate about 3½ miles in length and afford a most interesting ramble.

V. The Park Approaches, consisting of four parkways, each 200 feet in width and aggregating three miles in length; three avenues, 100 feet wide and four miles in length; and one avenue of 70 feet in width by about 2,000 feet long. The parkways have each two drives, and the total length of roadway in these approaches is over ten miles. They are suitably embellished with wide strips of greensward and several rows of shade trees, each tree uniform in age, species, and distance apart with the other trees in the same row. When these trees shall be more fully grown their stately aspect and pleasing shade will make these approaches a prominent feature of the park scheme. In combination with the principal trunk thoroughfares of the city, with which these park approaches connect, the line of carriage travel from the center of the city to any of the parks is noticeable alike for directness of route, breadth of way, ease of travel, and beauty of scene. Each of the parks is also accessible for a five-cent fare by street railway from any portion of the city.

The present park system was established and the work of construction begun in 1870. The total cost for land and improvement, including recent additions, has been about $1,650,000, and the average yearly cost of ordinary maintenance is about $40,000.

CONSPICUOUS BY HIS ABSENCE.

The musical creature known as the mosquito is a rare visitor in Buffalo.



THE FRONT.

PARK SUPERINTENDENT'S HOUSE

STREET CARS.

The Buffalo System, its History and Condition.

THE CHANGES OF 28 YEARS.

Ten Million Passengers Yearly—Statistics and Chronology.

By L. D. Coffrain.

A JOCOSE Member of Assembly once said to the late S. V. R. Watson, "I am going to introduce in the Legislature a bill making it a misdemeanor to slander a street-railroad company. What penalty shall I prescribe?"

"Deprive the offender of the use of street-railway facilities for one year!" was the ready reply.

"Why not make it for life?" inquired the Assemblyman.

"Because one year's walking will convert him so thoroughly that he will be one of our best friends and patrons thereafter," was Mr. Watson's answer.

Most of us are prone to look upon modern conveniences and every-day luxuries as a part of the grand scheme of nature. We forget that elaborate systems are wrought out, perfected, and adapted to public ends only by tireless industry, invested capital, patient thought, and an unceasing effort to improve the service. We know not our benefactors, and are easily incited to rise up in wrath and indignation against those for whom we would have only words of praise were the true situation understood more clearly.

It is a wholesome discipline sometimes to turn backward the pages of history to the birth-record of some modern institution, and thence trace its growth and development through all the successive steps by which the perfection of to-day was evolved from the crudities of the original idea. Such a course often causes prejudices to melt away, while wonder and admiration take the place of a baseless dislike and bitter opposition.

The street-railroad system of this city presents an excellent opportunity for such a study. Twenty-eight years ago it war a scheme on paper—the ambitious project of some public-spirited citizens, who believed that the rapidly increasing population demanded means of transit more rapid and convenient than those given by the lumbering stages which had been in service since 1835. To-day 60 miles of track is laid in our leading streets and avenues, over which in 1887, in 200 cars, drawn by 1,200 horses, 10,000,000 passengers were conveyed. To bring all this about surely some one has worked, studied, and risked capital.

Chronology.

The chronological history of the Buffalo street railway system probably gives the best bird's-eye view of its development. The order of events is as follows:

1860—May 19. Ground broken for the original Main-street line.
May 22. Ground broken for the Niagara-street line.
June 11. Cars began running on the Main-street line.
June 23. Cars began running on the Niagara-street line.
July 14. Main-street line extended to Cold Spring.
1864—Genesee-street line opened.
1873—Exchange-street line completed.
1874—William-street line opened to East Buffalo.
Michigan-street line opened from docks to Goodell Street.
1875—Michigan-street line opened as a through line to Ohio and Main streets.
1879—Main-street line opened to the Park.
1880—Through line from Black Rock to Cold Spring via Connecticut and Allen-street routes opened.
Virginia-street line opened.
1882—Allen-street line opened.
1884—Jersey-street belt line opened.
Jefferson-street line opened.
Emslie-street line opened.
1885—Ferry and Chenango-street line opened.
Broadway line opened.
Carlton-street line opened.
1886—West-avenue line opened.
1887—Broadway line extended to Williamsville Road.
1888—Forest-avenue line to the Park opened.
Jersey and Baynes-street line to the Park opened.
Jefferson-street line to the Park opened.

Father of the System.

To whom the distinguished honor of being the first to suggest the feasibility of a tramway in the streets of Buffalo belongs is not a matter of record, but the late Stephen V. R. Watson is entitled to the credit of organizing the first street-railroad company in this city. It is therefore most fitting that his face be made familiar to the younger generation of street-car patrons as the pictorial feature of the Buffalo Street Railway tickets. The larger portrait which accompanies this article will likewise not fail to possess a value for those who take pleasure in retrospect, as well as for those who would know their benefactors. The Hon. E. G. Spaulding is likewise entitled to honorable mention in this connection, for had his abundant capital been withheld from investments where no immediate return could be expected, the rapid extension of the lines into sparsely settled sections of the city would have been impossible.

The Buffalo Street Railroad Company, as the original corporation was known at its formation, was capitalized for $100,000. The officers were: S. V. R. Watson, President; G. R. Wilson, Vice-president; Charles T. Coit, Secretary; Andrew J. Rich, Treasurer; and Walter Carey, Managing Director.

Almost simultaneously the Niagara-street Railway Company was incorporated, the capital stock being $80,000, and the officers: Edward S. Warren, President; Dewitt C. Weed, Secretary and Treasurer; and M. L. Robinson, Superintendent. The purpose of this company was to build a line from Main to Amherst streets, with a double track as far as Porter Avenue.

Small Beginnings.

The original line constructed by the Buffalo Street Railroad Company extended from Central Wharf to a point near the present Music Hall site. The cast-iron rails, each about ten feet long, were from the iron works of George W. Tifft. These were laid upon the pavement, or in the dust, without stringers, bolted together end to end, and kept from spreading by frequent cross-rods. The Philadelphia gauge of 4 feet 10 inches was adopted, and the original cars were of the Philadelphia pattern, resembling in general appearance the two-horse cars of to-day, but far inferior in the quality of the woodwork, upholstery, and furnishings, as well as in the character and adjustment of the running gear. The "bob-tail" cars which are now being rapidly retired to innocuous desuetude came to town several years later, their mission being to operate the lines where the lightness of traffic made every two-horse car with a conductor and driver a financial burden to the company every day in the year. Then, as now, the fare was five cents, but the length of the ride was really a "walking distance," compared to the long journey which a half-dime will now secure. When the original Main-street line was extended to Cold Spring an eight-cent through cash fare and a six-cent ticket rate for the entire distance were established. Conductors not committed to a fair count by any bell-punch checks as a conscience-quickener collected the fares and made such returns to the company as their corporation prejudices would permit. Tickets were sold in packages of ten at Breed & Lent's book store on Main street near Seneca, and Anthony Smith's on Main street near Genesee. Later on ticket offices were likewise established at Chase's store on Niagara Street, and at John Welker's on the corner of Genesee and Jefferson streets. Not until the year 1869 was the practice of selling tickets on the cars established, and not until 1873 did the bell-punch, the joint invention of Jas. H. Small, S. V. R. Watson, and Henry M. Watson, come into existence.

At the outset the stables and car-house were located at the foot of Main-street. In the year 1880 the building thus used passed into the hands of the Delaware, Lackawanna and Western Railroad Company, and the present commodious, sightly, and admirably-arranged stables and car-house at the corner of Main and Virginia streets were erected. Mr. Charles W. Miller was the first Superintendent of the road. Next in succession came Mr. Hollard and James H. Small, who were followed by the present Superintendent of the entire system, Mr. Edward Edwards.

After a brief and profitless struggle to build up a paying traffic, in 1868 the Niagara-street Railroad Company transferred its Black Rock line to its contemporary and went into liquidation.

The East Side Street Railroad Company was organized in 1874, the capital stock being $100,000. Its original officers were: Joseph Churchyard, President; Alexander Brush, Vice-president; and Henry M. Watson, Secretary and Treasurer. In 1879 Mr. Churchyard resigned, and S. V. R. Watson was chosen to succeed him. In 1880, when the father of the street-railway system died, the presidency of the corporation passed to Mr. Samuel S. Spaulding.

Mr. Henry M. Watson first became officially identified with the Buffalo Street Railroad Company, of which he is now the head, in 1868, when he succeeded Secretary Coit. Upon the death of President S. V. R. Watson the executive control of the affairs of the corporation passed into his hands, and in June, 1881, at a meeting of the Directors, he was duly elected President to fill the vacancy.

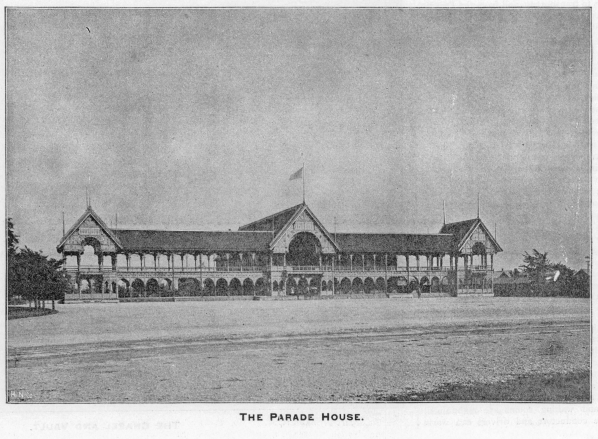
But the honored name of S. V. R. Watson must not be allowed to pass from this record without a parting tribute. To him who first secured to the city the benefits of a tramway system, developed during his own term of life beyond the limits of conservative wisdom, is due a debt of gratitude which the Buffalo of to-day and the Buffalo of the future should never forget. It matters not what others might have done—he did the most that was possible in his day and generation, and no man deserves a higher place on the roll of benefactors of the city of his home.

To all who knew him intimately and recognized his merits it was a source of profound regret that the closing years of a life so earnest and zealous in the public service should have been clouded with financial misfortune.

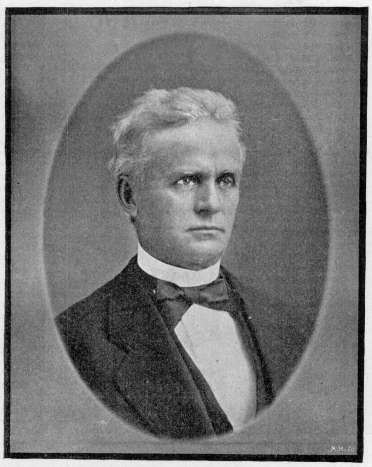
Recent Growth and Development.

The dawn of Buffalo's new era of prosperity was just beginning to light up the eastern horizon at the time when Henry M. Watson and Samuel S. Spaulding became the official heads of the two branches of the Buffalo street railway system. The spirit of progress was in the air, and the Queen City of the Lakes was seeking to shake off the lethargy of the two preceding decades. Were the new Presidents the men for the hour? Let their works speak. With conservative capital seeking a secure investment at command, with full confidence in the future of the city to lead them on, with the fire and force of youth to impel them to action, persistently they pushed new lines into new fields and patiently they toiled to perfect the lines long established. The city has made wondrous strides toward metropolitanism during the last decade, and no one who recognizes the close relations existing between the tramways and the suburban settlements will hesitate to accord to the street railways of Buffalo the credit of having given a great impetus to the settlement of new sections. Nor have the two companies waited for regions to become thickly populated before furnishing transportation facilities, and very often the railway has preceded the houses into new territory.

In this age of land speculation, when projected improvements are as a rule kept under cover until the projectors or their friends have secured all the purchasable real-estate which the improvement is destined to augment in value, it is fair to say that the officers and stockholders in the Buffalo street railways have never sought to acquire wealth in this manner. It has been their theory that the advantages flowing from an extension belong, not to a few speculators with facilities for securing advance knowledge, but rather to the great body of property-holders in the new territory, who have patiently paid their taxes year after year with expectation of reaping a harvest by and by. Accordingly they have always made public their intended extensions as early as possible, thus securing



THE PARADE HOUSE.



THE LATE S. V. R. WATSON.

to the holders of the land at the time the benefits of real-estate advances.

But the entire strength of the two companies has not been expended in the building of new lines. While this work has been pushed forward with great vigor, no effort has been spared to improve the quality of the service on the long-established routes. One by one the cars grown old and rickety in service have been withdrawn and replaced with new vehicles of the most modern type and construction. The running gear has been made uniform and the axles interchangeable, so that now when a car breaks down a new pair of wheels can be furnished in short order. By the opening of new lines which diverge from the trunk lines at some distance from the business centre, the number of cars moving in the more densely populated sections of the city has been doubled, tripled, and in some instances quadrupled during the past decade. The system of running has been arranged and re-arranged, until now every car in use passes the waiting-room at the corner of Main and Niagara streets. New stables, which are models of arrangement, have been built, and the old ones put in the most perfect sanitary condition in respect to light, ventilation, and drainage.

A better grade of horses has been procured than are used for street-railway purposes in any other city, and changes are made with such frequency that the running time is faster than on any other system of horse railroads in the United States. The light 35-pound wrought-iron rails have been replaced with 60-pound centre-bearing rails laid on stringers, and in compliance with the desire of those who drive light vehicls, these in turn are being replaced with the Richards or Wharton girder-rails of equal weight. The timetables have been adjusted and adapted so as to facilitate transfers. The route of cars which formerly ran only to Seneca Street has been extended to the New-York Central, the Lackawanna, and the Western New-York and Pennsylvania railroad depots for the convenience of the traveling public. New lines have been opened to the Park, via Forest Avenue, to accommodate the residents of Niagara Street and Lower Black Rock; via Allen and Baynes streets, to make the public pleasure-ground easily accessible to the great body of West Side residents; and via Jefferson Street, to provide Park-reaching facilities to the entire East Side. On all these routes a through five-cent fare is now the rule. The conductors have been neatly uniformed and the employes carefully trained in their respective duties. A sufficient number of open summer cars to provide for the entire traffic have been placed on most of the routes to enhance the comfort of the patrons, regardless of the fact that in this latitude these cars must stand idle nine months out of every twelve. On Niagara and Main streets a 12.30 P. M. car is now run to Black Rock and Cold Spring for the accommodation of those who are detained down-town until after midnight. This is not all, but it is sufficient to prove that the managers are not indifferent to the convenience and comfort of their patrons.

Handling Crowds.

Both companies pride themselves upon their facilities for handling great crowds. These are equal to every demand, excepting, possibly, the requirements of general holidays, such as Decoration Day or the 4th of July, when the whole city turns out *en masse* to see a procession. On circus days, fair days, race days, and all other special occasions calling out vast yet concentrated crowds, the entire reserve force is placed upon the burdened lines to handle the traffic. An example of how quickly and with what little confusion this is done will be seen in the special arrangements made by the Buffalo and the East Side street-railroads to transport to and from the Driving Parks the great multitude attending the International Fair. At the close of each ball game at Olympic Park this season sufficient cars have been in waiting to come down town the entire body of spectators, and throughout the amusement season a car on each route starts from Seneca Street at the close of the theatres, thus giving the amusement seekers cheap transit to their homes.

Another public convenience which is praetically a costly gift from the street railway companies to the public is the spacious meeting-room at the corner of Main and Niagara streets. Very few companies in other cities burden themselves with the expense of maintaining such a convenience on one of the most eligible business corners of the city.

To what extent the establishment of new routes has added to the taxable property of the town by encouraging the building of homes in regions not otherwise available for residence purposes. Certaiu it is, however, that the sum total is far up in the millions

Care for Employees.

But while the officers of the two companies have been mindful of the public, they have not been forgetful of their own. Never for an hour have the interests of their 600 employees been lost to sight. In the third story of the building at the corner of Main and Niagara streets comfortable reading and waiting rooms are maintained, where conductors and drivers can warm their coffee, eat their meals, and rest while awaiting the return of their cars. The uniforms for the conductors are purchased by the company, if desired, and the employees are permitted to pay for the same in weekly or monthly instalments. It is likewise the custom of the companies to lay in a large quantity of coal every year, when prices are low, and deliver the same, ton by ton, to their employees at wholesale rates, deducting the amount from their salaries in such instalments as can best be spared. Some of the employees who have grown gray and decrepit in the service are practically pensioners, and these are certain of a living allowance so long as the companies remain under the present management.

Electrical Experiments.

Electricity and the storage battery are the supreme hope of progressive street railway men wherever there is an honest desire to secure more rapid transit than the horse cars afford, and the Buffalo companies have been among the foremost in the effort to obtain a satisfactory substitute for horse power. The cable system of propulsion is too costly for use on lines where the travel the day through is as light as on the best routes in Buffalo. Moreover, it fails to work satisfactorily on circuitous routes, like most of the West-side lines, and is further objectionable for the reason that an accident to any part of the machinery or cable paralyzes the entire system. The overhead wire and the dangerous third-rail system of electric propulsion work successfully, but both are impracticable on crowded city streets. All of the so-called electric railways in actual operation in the United States to-day belong to this class. The companies which desire something permanent are all awaiting the perfection of the storage battery, and in the accomplishment of this no company has been more willing to lend financial aid than the Buffalo corporations. The public still remember the Eleison motor which was imported from England and operated experimentally on the streets of this city, while at the International Fair the visitors will have an opportunity to inspect two storage-battery cars, ordered by the Buffalo Street Railroad Company from the leading manufacturer of electric-storage battery cars in this country, with the hope that they may be made so serviceable on the Buffalo lines as to warrant an electric equipment throughout the city.

Cars vs. Shoe Leather.

One of the curious facts of street-railway economics was recently brought to the attention of the writer. "Do you know that car-fare in Buffalo is cheaper than shoe leather?" inquired a man of figures of the scribe. "Well, it is. How much do you pay for your shoes? Six dollars, eh! Well, six dollars is 120 nickels. A nickel will carry you from the foot of Main Street to Hertel Avenue on the Niagara-street line—a distance of five miles. Then 120 nickels would carry you 120 times five miles, or 600 miles. After you had walked 600 miles in all sorts of weather, how much would be left of your $6 shoes? Then look at it in another light. The running time of the street cars from the foot of Main Street to Hertel Avenue is 52 minutes. It would take you at least 30 minutes longer to walk that distance. Save that 30 minutes 120 times and you have 3,600 minutes or 60 hours more to devote to business. A fair working day is ten hours. Accordingly 60 hours represents a week's work. Would you rather wear out your shoes and waste a week than to pay $6 for the privilege of riding 600 miles?"

FOREST LAWN.

A Spot Where Man and Nature Try to Make Death Less Hideous.

THERE are several burial-places of considerable extent and adornment in and near Buffalo; but Forest Lawn is the largest, oldest, and most beautiful among them.

It was said by the witty Luttrell that the knowledge of the fact that Rogers, the poet, was in the habit of writing memoirs of his deceased friends added a new terror to death. Contrariwise, it would seem to the present writer that the expectation of being buried (after death) in Forest Lawn Cemetery, might serve to take away many unpleasant thoughts from the contemplation of dissolution. It would be difficult to select a more delightful spot for one's last resting-place. Grass and flowers and trees, the peaceful quiet of the scene, and its many picturesque aspects render this City of the Dead about as nearly ideal as it is possible to attain or even to imagine. Forest Lawn is most advantageously situated. On the North side it adjoins the Park, with its beautiful lake and scenery. It reaches across from Delaware Avenue to Main Street. It is not low and flat, but contains hill and dale and undulating land, by which beautiful points of view are multiplied. Its many roads and paths are kept in the most perfect order. No ugly weeds obtrude themselves upon the observer's eye, but all is smooth, well-cared-for, and in pleasing good condition.

The cemetery has two principal entrances, one at Main Street, accessible by street cars, the other at the corner of Delaware and Delavan avenues. At each of these entrances stands a lodge.

Entering from Main Street, the visitor comes with a few steps to the Vault and Chapel. Within this vault, in case of severe winter weather, bodies can be temporarily lodged, while burial services can be held when desired in the adjoining chapel. Passing further inward, the visitor comes upon innumerable tombs and graceful monuments, from the simple marble slab to the lofty obelisk, worthy of a Cæsar or a Cleopatra. The number of magnificent mausoleums reminds one of the ancient Appian Way at Rome. It would be invidious to specify any in particular, and would almost be tedious, so great is their number.

Nothing could be more peaceful than the general scene in this beautiful cemetery. It must certainly be a consolation to those who mourn departed loved ones, to think of their ashes reposing in this quiet retreat, "far from the madding crowd," in peace beneath the peaceful skies. Through a portion of the cemetery grounds runs Scajaquada Creek, over which a fine, new stone bridge is now in process of construction. Besides this stream, there are other pieces of water—little lakes—within the cemetery, which add greatly to its rural and sequestered aspect. The beautiful beds of flowers, which surround many of the tombs, also enhance the picturesqueness of the general landscape—and a landscape indeed it is, a beautiful landscape garden. Besides the planted flowers, hundreds of graves are ornamented with rare bouquets, placed thereon by loving hands. The greenness and luxuriance of the turf are remarkable in this cemetery. In looking on this fresh and cheering greenery death is almost banished from the mind; and instead of gazing upon those objects which the word cemetery usually calls up, we look upon a scene of life, of beauty, and of freshness, until death seems swallowed up in life.

It is fortunate that the old system of intra-mural burial is about done away with. Leaving out the sanitary considerations, one realizes after a visit to Forest Lawn the almost infinite desirableness of locating a necropolis outside the city and away from its noise and turmoil. Those who have visited the ancient grave-yards of large cities will appreciate the force of this observation. Nothing more dismal can well be imagined than some of the ancient cemeteries in London, where, amid the constant noise, it seems almost absurd to speak of the repose of the dead. The tomb, and even death itself, appear less dreadful when set in one of Nature's most beautiful pictures.

Of course, philosophically considered, it is of small consequence where one's worn-out body is deposited. But all people are not philosophers; and so long as human nature remains as it is the living will love to visit the remains of the dead; and this being so it is for every reason desirable that these remains should be deposited in a delightful cemetery, surrounded by the sights and sounds of Nature, rather than in a dismal intra-mural vault amid a city's ceaseless din and roar.

In the year 1864 Forest Lawn Cemetery was legally incorporated, and the following gentlemen were appointed as trustees: Dexter P. Rumsey, George Truscott, Lewis F. Allen, Everard Palmer, Orsamus H. Marshall, Russell H. Heywood, Dewitt C. Weed, Sidney Shepard, Oliver G. Steele, Henry Martin, Francis H. Root, George Howard.

The present officers are: President, Francis H. Root; Vice-president, Lewis F. Allen; Secretary, Henry E. Perrine; Treasurer, Pascal P. Pratt; Superintendent, George Troup.

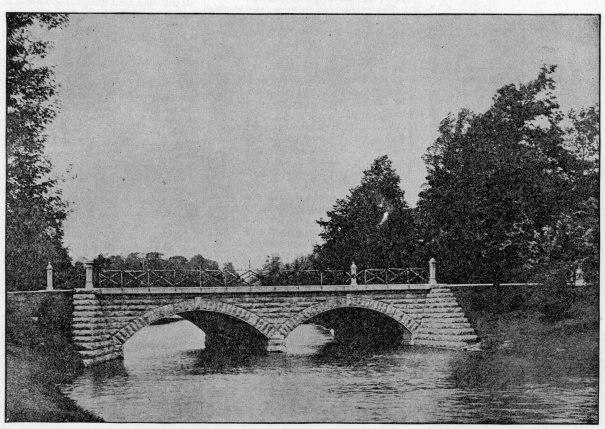
The number of interments to date is about 23,000.

LAW SCHOOL.

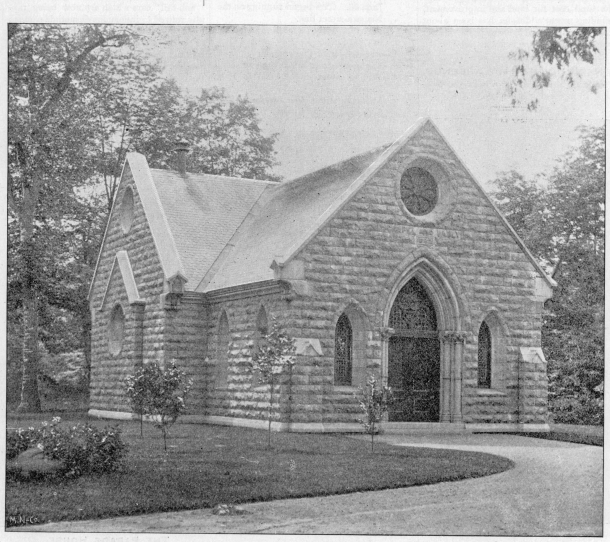
A Young and Promising Seat of Learning in Buffalo.

TO the many educational institutions which give evidence of the ability of the city of Buffalo to minister successfully to the intellectual growth of its youth, there has recently been added a school of law, which has already passed the experimental stage and entered upon the permanent work of training young men. The Buffalo Law School, now in the second year of its existence, was founded in 1887 as a department of Niagara University. Its projectors were among the leading members of the bench and bar of the city.

THE PRATT MONUMENTS.



THE BRIDGE NEAR OFFICE.



THE CHAPEL AND VAULT.

At the head of the school is the Hon. Charles Daniels, Judge of the Supreme Court, one of the most distinguished judges upon the bench of the State.

The other members of the faculty are Hon. Charles Beckwith, Judge of the Superior Court of Buffalo, Professor of Equity Jurisprudence; Hon. George S. Wardwell, Judge of the Municipal Court of Buffalo, Professor of the Law of Torts; Hon. Albion W. Tourgee, Professor of Legal Ethics; LeRoy Parker, Professor of the Law of Contracts and Private Rights; Spencer Clinton, Professor of the Law of Property; Jomes Frazer Gluck, Professor of the Law of Corporations; George Clinton, Professor of Maritime and Admiralty Law; John G. Milburn, Professor of the Theory of Law Codes and Codification; Adelbert Moot, Professor of the Law of Evidence; Tracy Becker, Professor of Criminal Law and Medical Jurisprudence; Charles P. Norton, Professor of the Law of Practice in Civil Actions; E. Corning Townsend, Secretary and Treasurer. In addition to the regular faculty, the following prominent members of the bar give special courses of lectures: Hon. Loran L. Lewis, Judge of the Supreme Court, Trial of Actions; Hon. Sherman S. Rogers, International Law; Hon. Jacob Stern, Surrogate of Erie County, Wills and Estates of Deceased Persons: Hon. L. N. Bangs, Trusts and Trustees; Sheldon T. Viele, Roman Civil Law; Charles B. Wheeler, the Formation of Corporations; Carl T. Chester, Domestic Relations; E. L. Parker, the Transmission of Estates.

A special feature of the law school is a course of Political Economy and Political Science, under the instruction of Professor E. W. Bemis, Ph. D.

The first class numbered twenty students, and a still larger class is expected to enter at the opening of the second year, October 1st.

HOW WE PLAY.

The Summer Resorts that Surround Us in Profusion.

THEIR VARIED CHARMS.

Buffalo is a City Highly Blessed in its Playgrounds.

BY ADA L. DAVENPORT.

PEOPLE take vacations much as they take baths—for their own pleasure, because the doctor prescribes them, or because other people do—the latter reason predominating; but take them in one way or another they certainly do, as sure as the summer comes around and the festive pleasure resort opens its eager gates.

Not the least attractive feature of Buffalo is its proximity to some of the most delightful places for rest and recreation in the world. Nature's boldest strokes and brightest bits of color, as well as her most delicate designs, are grouped around our city wall, while the enterprising railway companies and hotel-men are unearthing new beauties and retouching old ones every year.

Chautauqua.

The McKartles, with a long baggage train in the rear, are marching on to Chautauqua. This inland paradise is as familiar to the majority of Buffalonians as Niagara Square, and in many respects deserves its popularity. Jamestown, within three hours ride of Buffalo, with its steamer connections to all points on the lake, is Chautauqua's stepping-stone. Lakewood, on account of its magnificent hotels, picturesque cottages, and famous parks and drives, might be called the best parlor, while the Chautauqua Assembly ground is the work-room, library, and family sitting-room all in one.

Mayville, a storehouse for sunshine, pleasant company, good bathing, and restful corners, lies at the head of the lake, and is a short ride from Buffalo via the New-York & Philadelphia R. R.

Conesus and Silver Lake.

If Chautauqua is an old story, I hope some one will persuade you to put a bathing-suit and sun-hat in your valise, and buy a ticket good for thirty days to either Conesus or Silver Lake. There you may exist in tents, *a la* Arab, broil your own steak, and string up your own hammock.

Silver Lake has the advantage in point of age, but Conesus is making up time by growing fast.

Both bodies of water were cut out as smoothly as tin cups, and consequently lack the grandeur of rougher scenery, but Silver Lake, with its clear water and white crown of pond-lilies, is an unwritten sonata, and Conesus by moonlight is a poem.

Muskoka.

Not only does the Queen City reign over the most beautiful bodies of water in her own country, but her imperial arm reaches out over the Canadian lines of travel and claims the health and happiness abounding in the vast net-work of lakes and rivers of the adjacent Dominion.

Muskoka, until a small party of adventurous travellers from this city pushed their way thither with the aid of Indian guides and birchen canoes, was a name entirely unknown. To-day the word is a synonym for a paradise.

The Muskoka Navigation Company run steamers through all the navigable rivers to the points of interest, and the Grand Trunk Railroad extends as far north as Lake Nipissing, a most delightful field for the tourist and sportsman. All along the line, bright little villages are springing up, with comfortable hotels for the convenience of the tourist.

"Up the Lakes."

This brings us to the favorite method a Buffalonian has of disposing of a two-weeks vacation. Be he young or old, rich or poor, it is the duty of every man, at some time in his life, to don a flannel suit, small hat, and amiable expression, take all the family and money with which he is endowed, and "go up the lakes."

The steamers forming the fleet running between Buffalo and Duluth via the south shore of Lake Superior are too well known to require individual description.

Idlewood.

A number of our business men, realizing the advantage of a summer home for themselves and families where the railroad facilities would enable them to attend to their duties in the city, were fortunate enough to obtain possession of the finest point on Lake Erie for this purpose.

On an abruptly ending bluff 75 feet above the common cares of life, dwell the happy people of Idlewood, in a world entirely their own.

The Idlewood Association was formed about seven years ago; the 30 members and their families lived at first in tents in the most primitive style imaginable; now all the city conveniences are found in the cottages; gas is manufactured on the ground, sewer connections are as complete as it is possible to make them, and water works bringing the water from the lake to a tank which supplies every house were recently put in.

The Lake Shore road gives them an independent station one mile from the grounds, to which a 'bus runs from every train. For a complete history of Idlewood, converse with Judge Stern, who is an enthusiastic Idler.

Angola.

Time, as well as circumstance, alters cases. In the winter season Angola is pleased to lie so near the great city of Buffalo; while during the summer Buffalo is proud to call itself a neighbor of the wide-awake little place which attracts hundreds of visitors to its woods and lake beach every year. Angola is two miles down the shore beyond Idlewood.

The camp, which in reality consists of four large summer hotels, is growing more popular every year.

Grand Island.

By this time the reader must be convinced that there is a foundation to Buffalo's claim to be a city with pleasant neighbors. If not, and there lives a man with soul so dead as to require further proof, let him explore the beauties and wonders of the Niagara River, whose current soon hurries you on to the spot which the late David Gray, in his poem "The Last of the Kah-kwas" describes as

"An isle locked in Niagara's fierce embrace,
Like love in the clasp of kindness."

The island is six miles wide and about twelve miles long, affording a continuous river front from the northern limit of Buffalo to within a trifle over a mile from the Falls—at one end the sight and sound of the bright city, at the other the spray and mighty roar of the cataract.

How well the advantages and attractions of Grand Island are appreciated by the people, is amply indicated by the number of charming summer villas that have been built on its river fronts during the last few years, by the magnificent establishments which some of Buffalo's prominent social clubs maintain there, and by the extensive and rapidly increasing patronage of the various picnic resorts and hotels provided for the entertainment of the visitor.

Beside the well-known McComb, the hotels at Sheenwater, Niagara View, and Sour Spring Grove afford delightful stopping places for picnic and yachting or fishing parties.

A suggestion from the Hon. Lewis F. Allen developed the summer club idea, which has become so much a feature of social life in Buffalo. A number of wealthy citizens jumped at the suggestion, and from this grew the two fashionable clubs, Oakfield and Falconwood, each numbering several hundred members. They bought two fine estates fronting on the river, laid out the grounds in parks, and each organization erected a fine club house, magnificent in size, picturesque in architecture, and perfect in equipment. [For illustrations see page 12.] Private steam yachts ply between the city and the club grounds, and the members and their friends spend many delightful days and weeks "down the river."

Some extraordinary anticipations are nursed by the natives concerning the Island's future. Among these are projects for more convenient access from the city. With two passenger and team ferries plying the year round, and a third ferry now being organized by a company which will run midway between the old ones; with excursion steamers running between the main shore and the Island daily, and small passenger steamers stopping at every landing, there is, notwithstanding, a concerted movement in favor of a bridge to connect Buffalo and her Island retreat. The bridge advocates claim that the annual receipts of the ferry companies for the past two years are equal to about eight per cent. of the cost of a suitable iron bridge; that instead of eight per cent. money can be had for the purpose of building a bridge at less than four per cent., and that a bridge would at the same time enhance Grand Island property many per cent. Taking this view of the matter, a majority of Grand Island owners are agitating a scheme for bonding the town for a bridge. The proposition of running the much-talked-of Niagara Falls Boulevard over to the Island gave an impetus to the movement not long ago.

Fort Erie.

Fort Erie is the name of the historic little town on the Canadian shore just across from Buffalo, but modern usage has so modified the meaning that when the average Buffalonian hears "Fort Erie" his mind instantly reverts to the charming little summer resort of that name two miles southwest of the forgotten town.

The accommodations at Fort Erie in addition to the natural advantages of the place are bringing there a large number of people who wish to pass a pleasant afternoon, week, or month, as it happens.

Pretty cottages are being built along the shore by wealthy Buffalo people, and every foot of land on the south side will soon be disposed of.

On the north shore bathers find attractive nooks for their revels and artists discover picturesque bits. No quieter place for a restful afternoon with books or pencil could be imagined.

Niagara.

A description of nature's grandest and best known work, Niagara Falls, is as impossible as it is unnecessary. Buffalo stands equal chance with other cities as to access to sea-shore watering places or ocean voyages, but in proximity to Niagara she has an incomparable advantage over other cities.

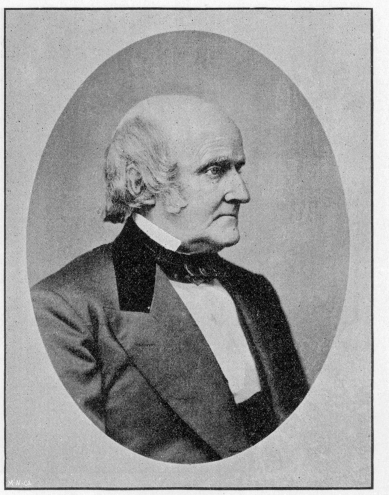
The trip from Buffalo to the Falls is short and interesting. Both the Erie and Central railroads run many daily trains to Niagara. Wednesday and Sunday the tickets for the round trip can be had for 50 cents; on other days for $1.

Summer at Home.

Those who prefer to spend the summer in our garden-city have a perpetual holiday free of expense and the trouble of traveling.

The Front, with the lake breezes and convenient refreshment hall; the Parade, with the popular Parade House and its flowing beer-fountains for our East Side people; the Park, for the whole city, with the boating on Gala Lake, the Park-house with its broad verandas and airy rooms; the miles of driveways through the well-kept grounds, all contrive to drive dull care away and make the Buffalo citizen what every one knows him to be, the best tempered, healthiest, and therefore handsomest man in the world.

THE MYER MAUSOLEUM.



ELBRIDGE G. SPAULDING.

THE HON. E. G. SPAULDING.

The pleasing figure of a venerable man sitting at noontide beneath the wide-spreading branches of a sturdy oak, sprung from an acorn planted by his own hand in youth, has no more perfect prototype in this city than the Hon. E. G. Spaulding, who in his ripe old age, crowned with wealth and honors, is passing the closing years of a useful life in the full enjoyment of the personal, municipal, and national prosperity which to a large extent is of his own creation. A resident of Buffalo for more than half a century; closely identified with the government of the City, the State, and the Nation for three decades; the author of the Legal Tender Act which brought financial relief to the Nation in the hour of dire extremity and has furnished a convenient and acceptable circulating medium ever since the War; ever ready in his later years to furnish the capital to build up systems essential to the convenience of the public and sustain enterprises calculated to advance local prosperity, Mr. Spaulding finds himself at four-score possessed of fair health, abundant property, the esteem of his surviving contemporaries, the respect of the younger generation, and, better than all, the capacity to derive pleasure from all these gracious gifts.

A life so long, so diversified, and so fruitful can be but briefly sketched at best within the limits of this article.

Elbridge Gerry Spaulding was born February 24, 1809, at Summer Hill, Cayuga County, N. Y. His grandfather was one of the heroes of Bunker Hill, his father a valiant soldier in the Revolutionary War, and his mother the devout daughter of a Presbyterian clergyman. Thus the boy inherited patriotism from one parent, and derived religious impulses from the other. His earlier years were passed in storing his mind with useful knowledge at Auburn Academy. Having chosen the law as his profession, at the age of 20 Mr. Spaulding began a course of reading in the office of Fitch & Dibble in Batavia, which lasted two years. The young man, being dependent upon his own resources, taught school in winter and acted as assistant to the county clerk or recorder. In 1832 he entered the law office of Harvey Putnam at Attica, where two years more were spent in hard study. In 1834 he was admitted to practice in the Court of Common Pleas of Genesee County, and very soon thereafter came to Buffalo to take a place in the office of Potter & Babcock, a leading legal firm of that day. Having been subsequently admitted to practice in the higher courts, Mr. Spaulding in 1839 formed a partnership first with George R. Babcock, and later with Heman B. Potter. This arrangement lasted until 1844, when Mr. Spaulding severed all other business connections to become the law partner of the Hon. John Ganson, with whom he remained four years. Thenceforward the lawyer was lost to sight in the legislator, the statesman, the banker, and the capitalist.

The first political office held by Mr. Spaulding was in 1836, when he was appointed City Clerk. Five years later he became the representative of the Third Ward in the Common Council, serving as the Chairman of the Finance Committee throughout the term. In 1847 he was elected Mayor of the City, and during that administration many measures of great utility and importance were adopted, among them the establishment of an extensive sewerage system, the organization of the Buffalo Gas-light Company, and the enlargement of the commercial facilities of the canal and harbor by the State confiscation of the Erie and Ohio basins.

The following year found Mr. Spaulding in the State Assembly at Albany, and the year after that his district sent him as its Representative to the Thirty-first Congress. In 1853 he was elected State Treasurer of New-York. While in each of these offices the subject of this sketch displayed rare mental attainments, versatile talents, and a keen insight into public affairs, the chief basis of his renown was his remarkable grasp of financial problems. In these matters he seemed gifted with an infallible instinct, and whenever the course recommended by him was adopted the outcome demonstrated his wisdom and foresight. Then, as now, he stood in the front rank of the best financiers of the day.

All that Mr. Spaulding accomplished previous to the Rebellion, however, will have but a transitory place on the pages of recent history. It remained for him in a National crisis to render a service to his country which will never be forgotten nor underestimated while the Nation endures. When the Thirty-sixth Congress, of which Mr. Spaulding was a member, assembled at Washington, it was confronted at the outset with an empty treasury and the task of providing the financial means for the crushing out of the great Rebellion then in progress. Secretary Chase was opposed to the issue of treasury notes, and to meet the exigency of the hour recommended to Congress the passage of the "National Bank" Act, which provided that the entire money of the United States, exclusive of coin, should be issued by the national banks under the authority of the Government. Mr. Spaulding, as a member of the Committee of Ways and Means, was requested by Mr. Chase to draw up such an Act, but while thus engaged it became evident to him that such a currency could not be made available quickly enough to meet the enormous and urgent demand for money to carry on the War. There was an imperative necessity for a national circulating medium as well as for immediate funds to maintain the Army and the Navy. The State banks and the Sub-Treasury had suspended specie payment. The bank notes of the day became uncurrent money, and had, at best, only a local character and credit. This was the desperate financial strait to which the Nation was reduced, when Mr. Spaulding introduced in the House of Representatives the Legal Tender Act, the real purpose of which was to fund the debt incurred for war expenses. In his opening remarks on this measure Mr. Spaulding said: "The demand notes, put in circulation, would meet the present exigencies of the Government in the discharge of its existing liabilities to the Army, the Navy, and contractors, and for supplies and material and munitions of war. These notes would find their way into all the channels of trade among the people, and as they accumulate in the hands of capitalists they would exchange them for six-per-cent. 20-year bonds." How well has this prediction been verified.

Mr. Spaulding in opening the debate in the House of Representatives on the 28th of January, 1862, in favor of the Legal Tender Act introduced by him, cited the provisions of the Constitution, and made a strong legal argument in favor of the bill, taking the ground that it was a necessary means of carrying into effect the powers expressly granted in the Constitution to "support" the Army and "maintain" the Navy, and that the passage of the act was a question of *legislative discretion*, not of judicial cognizance. The Supreme Court of the United States, in its last decision on this question, has finally decided that in the great emergency under which Congress acted in passing the Legal Tender Act, it *was* a question of legislative discretion, and that therefore the law is not unconstitutional.

The first Legal Tender Act, for $150,000,000, was passed and approved by President Lincoln February 25, 1862. The second Act, for $150,000,000, was passed and approved July 11, 1862. So deeply impressed was Mr. Lincoln with the soundness of Mr. Spaulding's financial views that when Mr. Chase resigned the Secretaryship of the Treasury to become Chief Justice the President said: "Were the great State of New-York not already represented, as it is, by Mr. Seward in the Cabinet, I should at once send for Mr. Spaulding and tender him the responsible position of Secretary of the Treasury." The author of the Legal Tender Act has in his possession as a souvenir of his Congressional career the original draft of the Bank bill.

In the summer of 1869 Mr. Spaulding published a book entitled, "History of the Legal Tender Money Issued During the Rebellion," which is a work of great interest and importance on this subject, and a valuable contribution to the financial literature and history of the country. A paper on "One Hundred Years of Progress in the Business of Banking," read by him at the meeting of the Bankers' Association at the Centennial Exposition at Philadelphia in 1876 is likewise a compendium of valuable information.

Mr. Spaulding is best known at home as the President of the Farmers' and Mechanics' National Bank, which for more than a quarter of a century has been one of the leading banks of discount in the city, and as a conservative capitalist, with almost unlimited means at his command to aid the enterprises which secure his confidence. He was instrumental in the organization of the Buffalo Gas-light Company; has always been one of the principal backers of the Buffalo Street Railroad Company, and of the East-side Street Railroad Company, of which his son, Samuel S. Spaulding, is president; and was one of the original projectors of the International Bridge. At the present time he is President of the International Bridge Company, a life member of the Buffalo Historical Society, the Buffalo Society of Natural Sciences, and the Buffalo Library, and an annual member of a large number of other organizations.

The Buffalo home of Mr. Spaulding is the large house surrounded by extensive grounds on Main Street opposite Music Hall. His beautiful country-seat at "River Lawn" on the west shore of Grand Island, adjoining Falconwood, is one of the most delightful landscapes along the entire river.

STREETS IN BUFFALO.

Total length opened and surveyed, 353.37 miles. Total length paved, 164.22 miles, of which over 40 miles are asphalted.

Buffalo statistics for the last fiscal year: Assessed value of real estate, $119,876,145; personal estate, $8,755,150; property exempt from tax, $14,176,710. Bonded debt, $8,481,669.

THE HON. SHERMAN S. ROGERS.

The hackneyed phrase "a leading citizen" may with perfect propriety be applied to the subject of this sketch, for he is not only an acknowledged leader of the bar, but a leader in all good and public-spirited works, whether of benevolence, of political reform, or of material progress. Seldom does a subscription-paper for a worthy object go the rounds without having his name very near the head of it; seldom does any good cause appeal to public favor without his eloquent voice being heard in its behalf; and when the public interests are to be protected from political intrigue and corruption he is always bold enough to lead where others dare to follow. Such a man is a great power for good in any community—and such a man is Sherman S. Rogers.

He was born in Bath, Steuben County, April 16, 1830. His father, Dr. Gustavus Rogers, was one of the leading physicians of the Southern Tier, and his son was given a good English education, supplemented by a college preparatory course. But at the age of 16, without further scholastic training he began the study of the law with McMaster & Read in Bath, and continued it in the offices of Haven & Smith and John Ganson in this city. There were no better law schools than the offices of these famous firms. Upon the attainment of his majority, in 1851, Mr. Rogers entered into a law partnership with his maternal uncles, Robert Campbell and Charles W. Campbell of Bath—a connection which lasted three years. Mr. Rogers then withdrew from the firm in his native village and sought a wider field in Buffalo. Here he entered into a firm composed of two eminent lawyers, his uncle, Henry W. Rogers, and Dennis Bowen, the firm name being changed to Rogers, Bowen & Rogers. In 1860 he left this firm, but in 1864 again entered into partnership with Mr. Bowen. Afterward Franklin D. Locke became a partner, and for nearly a score of years the name of Bowen, Rogers & Locke ranked at the head of the list of local law firms. The senior partner, Mr. Bowen, died in 1877, but his name has never been erased from the sign at the office-door. In 1883 John G. Milburn joined the firm, and the title then became, and still remains, Rogers, Locke & Milburn. This firm, of which Mr. Rogers is the senior, worthily succeeds the very distinguished firm of Rogers, Bowen & Rogers, of which he was the junior. Mr. Rogers is eminent not only as a legal counsellor but as an advocate, and it is not too much to say that though the history of the bar of this city is one of great distinction, including the names of two Presidents and many famous jurists, yet when everything is taken into account it will be found that Buffalo has never had a more successful lawyer than Sherman S. Rogers.

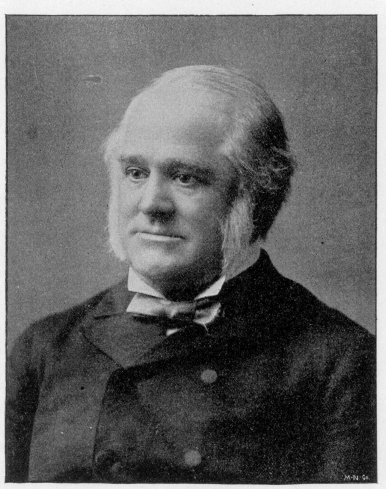
In early life he was a Democrat in political belief, but at the outbreak of the Rebellion he became a Republican, and has so remained. In 1872 he was appointed a member of the Commission to Revise the Constitution of the State of New York, and in this capacity first demonstrated his aptitude for and adaptation to public service. In the fall of 1875, in a party canvass, he accepted the nomination of the Republican party for State Senator from this district. Two years before a Democrat had been elected by a majority of 984, and Republican defeat seemed almost inevitable. It was largely a campaign based upon personal popularity, and when the votes were counted the majority for Mr. Rogers was found to be 3,554—the largest that had ever been given a Senatorial candidate in this district.

The service of Mr. Rogers at Albany was so brilliant that before the expiration of his term he was nominated for Lieutenant-Governor on the ticket headed by Edwin D. Morgan. The entire ticket was defeated, but the largest vote given any candidate was accorded to Mr. Rogers.

In 1881 Mr. Rogers was strongly supported at Albany for the United States Senatorship, but the movement was not crowned with success. Frequently his name has been canvassed for Senator and Governor, but he has not given such movements any active personal effort which in these days is usually essential to political success. He has not been an office-seeker, nor has he been in favor with political machines. Had the popular voice alone been consulted, his record of political service might have been long. But under existing conditions it was sure to be short, because his political and personal independence have been greater than his desire for place.

At home Mr. Rogers has been prominent in the Civil Service Reform movement, as President of the local organization and an earnest advocate of every measure designed to remove the minor offices as far as possible from the influence of spoils-politics. He is a director of the Bell Telephone Company of Buffalo, a director of the Bank of Buffalo, President of the Fine Arts Academy, President of the Board of Trustees of Calvary Presbyterian Church, and identified in some capacity with nearly all of the local literary and benevolent institutions.

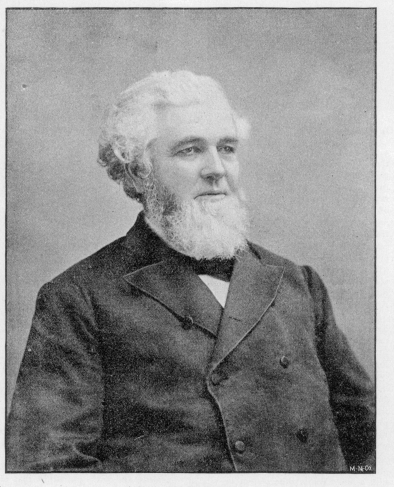
Mr. Rogers was married in 1858 to Miss Christina Cameron Davenport of Bath. Three children have been born to them.



SHERMAN S. ROGERS.

GEORGE HUNT BURROWS.

Mr. Burrows, the veteran Superintendent of the Central-Hudson Co.'s lines west of Syracuse, has been in active railway service for fifty years, and to-day no young man with his spurs to win is more active and indefatigable in his supervision of the lines committed to his charge than this man, who for thirty-five years has carried the weight of cares connected with the superintendence of a great railway. If at any time between 8 o'clock in the morning and 6 at night a visitor fails to be gratified with a glimpse of the good gray head and portly form of the Superintendent in his office, it will be found that his headquarters are on his "pony" engine, and he is somewhere along the line between the Falls and Syracuse. That "pony" has traveled so often and so fast over the hundreds of miles of track of the Western Division that it ought to know its way alone. Some of the trips have become famous among railroad men, notably that one when the old depot was carried down by the weight of snow, and the Superintendent was hurried from Rochester to Buffalo in a trifle over an hour, and had the mass of ruins cleared away in a couple more.



GEO. H. BURROWS.

The bare facts of Mr. Burrows's life tell a tale eloquent of good work, when read by the light of experience.

Born sixty-six years ago, in Bernardstown, Mass., he entered the service of the Connecticut River Railroad at the age of sixteen, and served that corporation twelve years, six in the engineer service and six as passenger conductor. In 1852, when twenty-eight years of age, he entered the service of what is now the Central-Hudson system, and for five years was Superintendent of the Lockport and Falls division.

From this position he was called to the General Superintendency of the Toledo, Wabash & Western Railway, and for seven years filled that position, residing at Toledo. During these years he married the eldest daughter of Benj. E. Cook of Northampton, Mass.

The four years from 1865 to 1869 were spent in building and operating the Saratoga & Hudson Railroad, as superintendent of operation and construction. Then the enlarged "Wabash" system called for his services again as General Superintendent, and he returned to Toledo for four more years.

From this position he was invited to that he now fills, and the offer was too flattering, both in powers and remuneration, to be declined, so sixteen years ago he returned to the service of the Central. The first nine years of this second term were spent in Rochester, but in 1881 the increasing importance of Buffalo as a railway center made it necessary for the headquarters of the division to be removed, and Mr. Burrows became a citizen of Buffalo.

These years have been full of labors as well as of honors. The tracks have been elevated in Rochester and the Cross-town built in Buffalo, while even last summer an extension had to be built at Lewiston, and while there is a piece of track being laid on his division there Geo. H. Burrows is sure to be found at least once a day.

Mr. Burrows is a man of tastes and habits so domestic that his life away from the railroad is almost entirely concealed from public view. Though outwardly so reserved in his manner as to seem almost stern, all railroad men know that his heart is as tender as a child's, and that the massive frame and leonine head should terrify no one who has a just claim for consideration.

Mr. Burrows lost his beloved wife a few days before his removal to Buffalo. He has two children, Geo. E. Burrows, with Barnes, Hengerer & Co., and Mary Elizabeth, wife of Geo. E. Matthews.

JAMES MURDOCK SMITH.

The following biography is a condensation of one written by George Gorham, Esq., for the *Magazine of Western History*.

Judge Smith came from New England stock, and brought with him a supply of physical, moral, and mental health which have all served him a good purpose and brought him to three score years and ten in the full enjoyment of his faculties unimpaired, and with his zeal and energy still equal to all the numerous calls made upon him.

He was born at East Poultney, Rutland County, Vermont, August 23, 1816. His father was a merchant and held a prominent position in business and official life in his town. In 1834 he moved to Gouverneur, St. Lawrence County, New-York, where he passed the remainder of his life and died in 1864.

Mr. Smith's education began in the village school and was continued at the Gouverneur Academy. He began the study of the law in the office of Bishop & Thompson, at Granville, in Washington County. In 1835 he went to Albany and entered the office of Hon. Edward Livingstone. In November, 1837, he was admitted to the bar. In February, 1838, he moved to Buffalo, then a city of small proportions and struggling to recover from the financial disasters of 1837. He formed a partnership with Henry W. Rogers and John J. Leonard, but this was dissolved with the retirement of Mr. Rogers, and Leonard & Smith continued a year or so longer, when Mr. Leonard moved to Detroit, and Mr. Smith became associated with James Smith and so continued till 1840, when Mr. Smith again went into partnership with Henry W. Rogers. This firm became noted and prosperous, and conducted a very large law business till 1848, when, Mr. Rogers having become Collector of Customs, the firm was dissolved and Mr. Smith associated himself with the late Solomon G. Haven, who had been till that time a partner of Millard Fillmore.

The firm of Haven & Smith was a successful one and had a large and lucrative practice, and Mr. Smith made himself more than ever acceptable to the solid financiers of Buffalo, and was recognized as a man peculiarly adapted to banking and business affairs. In 1856 he was persuaded to abandon the law and take charge of White's Bank as its cashier, and a year later, when the Clinton Bank was started by some of the ablest and soundest men in Buffalo and New-York, he became its cashier. The financial disasters of that well-remembered season did not wreck the Clinton Bank, as

JAMES M. SMITH.

which he had adorned, and in testimony of the respect and love they bore him, the lawyers of Buffalo invited him to a complimentary banquet, and distinguished men then took occasion to express their appreciation of the patience, the conscientiousness, and the courage with which he had presided over the court.

Though greatly engrossed with the cares of his profession and with an unusual number of private trusts, Judge Smith always has found time or made the time to give much attention to public matters of interest and value to his fellow citizens. He was, until he went upon the bench, Chairman of the Commissioners who built the City and County Hall, which stands a monument of honest work and money well and faithfully expended. He was and still is a trustee of the Jesse Ketchum memorial fund, the income from which is devoted to the purchase of medals for public school scholars of highest rank. He was Chairman of the Citizens' Committee for the erection of the Soldiers and Sailors' Monument which adorns LaFayette Park in Buffalo. Soon after taking up his residence in Buffalo, Judge Smith became a member of Trin ty Church, and as vestryman and warden he served it long and well, and has always been an exceedingly liberal contributor to church work. In 1871 he was appointed Chancellor of the Diocese of Western New-York, and has held that position to the present time, and has represented the diocese as lay delegate to each of the Triennial General Conventions of the Protestant Episcopal Church since 1874.

In June, 1840, Judge Smith was married to Martha Washington, daughter of Elias A. Bradley of Buffalo. She died in May, 1841, leaving a son who survived her but a few months. In June, 1845, he was married to Margaret, daughter of John P. Sherwood of Vernon, Oneida County, New-York, and their children are: Margaret, the wife of Robert P. Wilson, a member of the Erie County bar, and Philip Sherwood, at present a law student.

Judge Smith has always been recognized as an able financier and an excellent judge of values and securities. His foresight, and his faith in the growth and prosperity of Buffalo, have enabled him to accumulate a handsome fortune for his declining years.

Genial, kind, and affable, he has always won the esteem and hearty good will of his fellow citizens, who trust that many and happy may be the years remaining to James Murdock Smith.

THE HON. E. C. SPRAGUE.

Eben Carleton Sprague, the only son of Noah P. Sprague and Abiah H. Carleton, was born at Bath, N. H., Nov. 26, 1822. The family removed to Buffalo in 1825. Mr. E. C. Sprague graduated at Harvard College in 1843; studied law at Buffalo with the firm of Fillmore & Haven, and was admitted to practice in the fall of 1846, since which time he has devoted himself almost exclusively to the practice of his profession, with the exception of the winter of 1876-7, which he spent at Albany as State Senator, filling a vacancy occasioned by the resignation of the Hon. Sherman S. Rogers, and declining a renomination to that office. He was also for a few months a Register in Bankruptcy, but resigned that position for the purpose of devoting himself exclusively to his profession. Since 1854 Mr. Sprague has been the attorney and counsel of the Erie County Savings Bank and of various railroad and other corporations, as well as of individual clients, and has practiced his profession for the most of this period as the senior member successively of the firms of Sprague & Fillmore, Sprague & Gorham, Sprague, Gorham & Bacon, Sprague, Milburn & Sprague, and Sprague, Morey & Sprague.

In politics he has been a Republican since the year 1856, and in theology he is a Unitarian.

He has been the President of the Young Men's Association of Buffalo and of the Buffalo Club, Vice-President of the American Unitarian Association, and was for several years the Secretary of the Buffalo Orphan Asylum. He is now the Chancellor of the University of Buffalo, President of the Harvard Club of Western New-York, a Director of the Charity Organization Society and of the Children's Aid Society of the City of Buffalo, and a member of the Buffalo City Club, the Saturn Club, the Buffalo Fine Arts Academy, the Buffalo Club, the Buffalo Historical Society, and the Society of Natural Sciences.

He has delivered many occasional addresses, of which the following is a partial list: A speech in the Senate of the State of New-York, delivered May 3, 1877, advocating a reduction of tolls upon the Erie Canal; an address, Feb. 25, 1879, to the graduating class of the Medical Department of the University of Buffalo, upon the comparative advantages of Professional and Business Life; an address, July 8, 1882, at the Semi-centennial Celebration by the citizens of Buffalo of the Incorporation of the City; an address, Nov. 2, 1882, at a meeting of the citizens of Buffalo, upon the Functions, Duties, and Claims of Political Parties: an address, January 1, 1884, at the dedication of the Merchants' Exchange of Buffalo, upon the Uses and Abuses of Wealth; an address before the Buffalo Humane Society, Dec. 14, 1884, upon Philanthropy as a Force in the Solution of Social Problems; a speech, May 5, 1885, before the Civil Service Reform Association of Buffalo, upon the Benefits of Civil Service Reform to Workingmen; an address to the Buffalo Law League, May 27, 1885, upon the Constitution of the United States considered as a product of Judicial Construction; an address Feb. 7, 1888, at the dedication of the New Music Hall at Buffalo.

Mr. Sprague has also found time for the society of his family and a large circle of friends, and for the indulgence of his taste for modern languages, for music, and for English literature.

He was married June 25, 1849, to Miss Elizabeth H. Williams, daughter of Mr. John R. Williams of Buffalo, and has four children, two sons and two daughters.

E. CARLETON SPRAGUE.

NATURAL INCREASE.

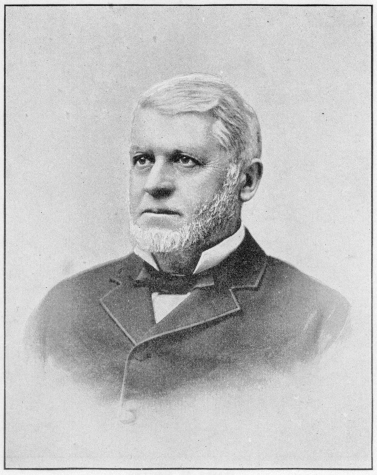
Buffalo's vital statistics for 1887: Deaths, 4,580; births, 6,000; marriages, 1,800.

DIRECTORY CENSUS.

The Buffalo City Directory for 1888 contains 79,557 names, an increase of 1,557 over the preceding year.

A STRONG ORGANIZATION.

The Buffalo Merchants' Exchange has 500 members, all men of substance, and when they pull together things have to move.



PASCAL P. PRATT.

PASCAL P. PRATT.

"These are the simple facts of my life; their presentation in the briefest form, without compliment or comment, will please me best; let the public draw its own conclusions," was the parting admonition of Mr. Pascal P. Pratt to the writer who was detailed to secure the data for his biography. Accordingly, should the outline of the career of the modest banker, for whom every one has a word of praise, seem cold and colorless, the wish of Mr. Pratt, and not the will of the biographer, may be held responsible.

Pascal Paoli Pratt was born in the village of Buffalo, Sept. 15, 1819, and has been a life-long resident of this city. His early education, derived from the public schools, was supplemented by a preparatory course at Hamilton Academy, followed by a two-years' course of general study at Amherst College. At the age of 16 he became a clerk in the extensive hardware store of Pratt & Weed, where under the direction of his elder brother, the late Samuel F. Pratt, who was the senior member of the firm, he received the business training and acquired those correct habits which are the secret of his success and the key to his popularity.

In 1842 Mr. Pratt acquired a partnership interest in the business, the firm-name becoming S. F. Pratt & Co. Four years later Edward P. Beals entered the firm, which then became Pratt & Co.—a business title which continued for nearly forty years unchanged amid all the commercial vicissitudes of the times. In 1857 Pratt & Co. organized the corporation known as the Buffalo Iron and Nail Company, holding the stock themselves, and built extensive rolling-mills and a blast-furnace at North Buffalo. These iron industries, which gave employment to several hundred men, were operated successfully until 1880, when the blast-furnace was leased to other parties and the rolling-mill diverted to other uses.

Since 1845 Mr. Pratt has likewise been a member of the firm of Pratt & Letchworth, manufacturers of saddlery-hardware, which, starting on a small scale, has developed into one of the most important local industries, employing several hundred men.

From the death of his brother, Samuel F., in 1872, up to three years ago, the burden of the management of all these large enterprises rested chiefly upon Mr. Pratt, and under his prudent care each and all flourished, yielding not only a liberal support to the employes, but likewise returning a fair income on the invested capital.

When the Manufacturers' and Traders' Bank was established, some 35 years ago, Mr. Pratt was elected a director, and also vice-president. These positions he retained until July, 1885, when, at the earnest solicitation of the stockholders, he accepted the Presidency, and disposed of his interest in the firm of Pratt & Co. in order that he might give to the financial institution the full benefit of his life-long experience and matured judgment. In this office he still continues. He has likewise been a director of the Bank of Buffalo since its organization, and a director of the Third National Bank of Buffalo and the Bank of Attica for many years. Many other offices of honor, trust, and responsibility are likewise held by Mr. Pratt. He is a director of the W. N. Y. & P. Railroad, a trustee of the Buffalo Gas Light Company, vice-president of the Buffalo Street Railroad Company, president of the board of trustees of the Buffalo Female Academy, president of the board of trustees of the Young Men's Christian Association, treasurer of the Forest Lawn Cemetery Association, vice-president of the Civil Service Commission, a trustee of the North Presbyterian church, a trustee of the Buffalo Orphan Asylum, trustee and treasurer of the State Normal School at Buffalo, and a life-long member and supporter of all the organizations whose purpose is to promote the cause of literature, science, and art in this city.

Mr. Pratt was likewise one of the originators of the Buffalo Park system, the first President of the Commission which established it, and the Chairman of the Park Commission from 1869 to 1879, when he resigned. A more recent service, in a still broader field, was rendered not only to the people of Buffalo but likewise the entire State by Mr. Pratt, as one of the three commissioners appointed by the Supreme Court to appraise the value of the property taken by the State for the purpose of the State Reservation at Niagara Falls.

Perhaps this skeleton outline of a career so full of activity, so crowned with success in every direction, and so potent in its influence for good upon the community, can best be closed with the earnest words of the late Judge Sheldon, who after reviewing the life of Mr. Pratt in a carefully prepared and exhaustive paper written for the *Magazine of Western History* summed up his conclusions as follows:

"The life and successful career of Mr. Pratt, in the city of his birth, furnishes an illustration of what may be accomplished by energetic and intelligent effort in building up the fame and reputation of a city in all those characteristics which command respect and admiration. As a man of affairs, in all business relations, it is but a just tribute to say that he has ever combined caution, sagacity, and enterprise with an integrity of purpose which no circumstances could alter or permit of a sacrifice of principle. A just and devoted husband and father, a true friend, and active in all the years of a pure and useful life in whatever would ensure to the benefit of humanity, no man better represents the character of the good citizen. And thus it is that the city of Buffalo, gratefully appreciating his devotion to its best interests, and the example of his stainless life, honors him, in the dignity of his manhood, with its confidence and respect."

ROBERT B. ADAM.

ROBERT B. ADAM.

Among the staunch and substantial merchants of this city, whose success in middle life is the well deserved reward of unceasing industry, close application, tireless attention to details, and a strict adherence to upright and conscientious trade-methods, Mr. Robert Borthwick Adam takes high rank. For two decades, as the senior partner of the great dry-goods house of Adam, Meldrum & Anderson, his name has been familiar in all the best households of Buffalo.

Mr. Adam was born February 4, 1833, in the manse of the United Associate, now the East United Presbyterian, church in the ancient borough town of Peebles, on the banks of the river Tweed, 22 miles south of Edinburgh, Scotland. At the age of 11 he removed to Edinburgh in order to enjoy the superior educational advantages and better business opportunities of the capital city. At the age of 24 he resigned a promising situation as manager of a branch wholesale notion house to accept a tempting agency in the United States. He landed in Boston November 7, 1857, a year of great mercantile disaster, only to find the prospects of his new business blighted by the wide-spread financial troubles. For several years thereafter he filled a place of responsibility in the Boston house of a leading importer of French and German fabrics.

The Buffalo establishment of which Mr. Adam is the head was opened for business March 21, 1867, the original firm having been Adam, Meldrum, & Whiting. Very shortly afterwards Mr. Whiting withdrew, and the business was continued by Adam & Meldrum until 1875, when Mr. Anderson was admitted to the firm, and the present style, Adam, Meldrum, & Anderson was adopted. Although the original store was regarded in 1867 as injudiciously large in view of the up-town trade prospects of that day, it was a small affair compared to the mammoth house of to-day. The eight successive enlargements which have marked the history of this prosperous house have all been necessitated by the steady expansion of a business whose corner-stone is honest representation.

Mr. Adam's entire time and thought have not been engrossed by his private interests. He is a power and a controlling spirit in other fields of activity. It was largely through his zealous efforts that the Young Men's Christian Association of Buffalo was provided with its present fine building five years ago. He is the honored president of the Merchants' Exchange, a trustee of the Young Men's Christian Association, a director of the Merchants' Bank, and a trustee of the North Presbyterian Church. In each of these offices he has rendered and continues to render helpful service.

It was chiefly through the courage, tenacity, and tact of Mr. Adam, acting as chairman of the Joint Committee on Grade Crossings, that the plan of relief from a great and growing evil was finally accepted by the railroads entering Buffalo, and when, through the agency of the Grade Crossings Commission, of which Mr. Adam is chairman, the proposed improvements have been secured to the city, the grand Union Passenger Station, which is the crowning feature of the new terminal facilities, will stand as a lasting monument to the public spirit of the subject of this brief and inadequate sketch.

DANIEL O'DAY.

Whenever in Buffalo it is desired to prove the proposition that by virtue of pluck and tenacity of purpose a man can emerge from obscurity, and elevate himself to a position of responsibility, wealth, and power early enough in life to pass a decade or two in the full enjoyment of his success, the rapid rise of Daniel O'Day is usually cited as a case in point.

Mr. O'Day was born in Ellicottville, Cattaraugus County, in February, 1843. His boyhood and youth were passed upon a farm, and there he built up the sturdy frame and iron constitution which equipped him so well for the prolonged labors and severe tests of endurance which he has undergone. At the age of 18, he came to Buffalo to test the money-making opportunities of the city. His only capital was a pair of strong arms, rugged health, and a stout heart burning with an ambition to succeed. His first foothold in the business world was as a messenger in the employ of the New-York Central Railroad. This place, small as it was, gave him an opportunity to prove his worth, and promotion rapidly followed promotion as the reward of faithful service, until at length the young man was installed as shipping clerk in the freight department. Railroading, however, was not Mr. O'Day's destiny. His energies could not be cramped at the desk or his ambition satisfied with a post in the employ of a great corporation where promotion could only come through the death, resignation, or discharge of those above him.

When, in 1865, the discovery of petroleum in Pennsylvania sent a thrill of excitement through the land, he was one of the first to see the opportunity of winning fortune in the new industry. Fired with hope and enterprise, he struck out for the oil fields and went to work with a will. From the first he was identified with the transportation of oil rather than with its production. No task was too difficult for him to undertake, no hill too steep to climb, no night too dark and stormy for outdoor service, no road so deep with mire and no stream so swollen with the floods as to turn him aside. While others slept or wasted their hours in profitless leisure, he was at work about the wells, ever on the alert to secure business for the Empire Transportation Line, with which he was connected. Subsequently Mr. O'Day entered into the service of the Standard Oil Company, and the prominence of the great corporation in oildom to-day is due in no small degree to the energy with which he carried through to a successful issue some of its great and far-reaching projects. He was among the first to suggest and urge the construction of the Seaboard Pipe Line, and was the man selected to construct the entire system of the United Pipe Lines Company. This was a task so vast that most men would have shrunk from it in dismay. Thousands of wells were to be supplied with proper pipeline facilities, hundreds of dissatisfied producers to be conciliated, rival and contending interests to be arbitrated, and a universal and stubborn prejudice against the innovation to be overcome. But Mr. O'Day was equal to every exigency, and to-day the great oil artery which has its origin in the Bradford field stretches over the hills and through the valleys of the Empire State, and thence through the farms of New Jersey to the shores of New-York harbor—a monument many hundred miles long to Mr. O'Day's abilities. This work done, the builder of the seaboard line was made the Vice-President of the United Pipe Lines. Mr. O'Day is likewise the General Manager of the National Transit Company, a member of the American Oil Company, and a large stockholder in many other successful oil-country enterprises.

In Buffalo Mr. O'Day is brought into close relations with the public as President of the Natural Gas Fuel Company and also of the Brush Electric Light Company. He is likewise identified with a number of other local corporations, all of which receive the benefit of his counsel. He is a very popular man socially, personally, and politically, and is always ready to lend a helping hand not only to the Democratic party, of which he is an enthusiastic member and its candidate for Presidential Elector, but to all sorts of nonpartisan public-spirited enterprises. He is a member of many clubs and social circles, and is in great demand in such directions.

DANIEL O'DAY.

The home of Mr. O'Day is the spacious vine-clad brick dwelling at the northwest corner of Delaware Avenue and North Street—probably the most eligible residence site in the city. Here, in the companionship of his wife and nine children, he passes all the leisure time which can be snatched from many engrossing engagements.

CHARLES A. SWEET.

In the enumeration of the Buffalo bankers in the order of popularity the name of Charles A. Sweet stands much nearer the head of the column than when the alphabetical arrangement is adopted.

Mr. Sweet was born in Hancock, Berkshire County, Mass., in 1836. His early life was passed in the West, and the only educational advantages he enjoyed were such as the common district schools of that day afforded. At the age of 13, being thrown upon his own resources, he came East and began his business career as a clerk in a retail grocery at Schenectady. Later on he followed the same calling in Troy, remaining there until 1858, when he went South. Two years later he returned to Troy and engaged in the transportation business, and in the pursuit of that calling he first came to Buffalo in 1862. For nearly a score of years he was actively engaged in the forwarding business here.

CHARLES A. SWEET.

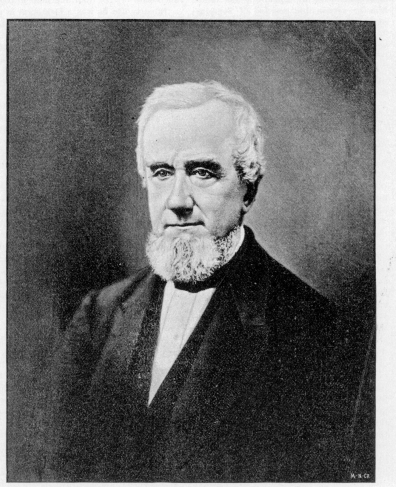
In 1881 Mr. Sweet became the president of the Third National Bank in this city, and in that capacity has become widely known among the financiers of this section, and has won for himself by his administration of the affairs of the institution of which he is the head the reputation of being one of the most cautious, clear-headed, and sagacious bankers of the city.

Mr. Sweet was president of the Board of Trade at the time when that body entertained the United States Senate Committee on Transportation, and has always been prominent in the work of the commercial bodies whose purpose is to promote the local business interests. He is one of the ex-presidents of the Young Men's Association of Buffalo (now Buffalo Library), and for three years past has been a member of its board of real estate. He is likewise a member of the Grade-Crossings Commission and a trustee of the Buffalo State Normal School, the Buffalo General Hospital, and the Delaware-avenue M. E. Church. In each of these offices he has demonstrated the soundness of his conservative views, and when his counsel has been followed the result has proved his wisdom and foresight.

CHARLES W. EVANS.

Charles W. Evans, one of the proprietors of the Evans Elevator on the Evans Ship Canal, has been engaged in active business pursuits for the past fifty-three years, and in the grain elevating business since May 1, 1847. He is the oldest surviving elevator-owner in the city, having operated the Evans Elevator for more than forty-one years; during this time the elevator has been destroyed twice by fire, in 1862 and 1864. In 1864 Mr. Evans sold a half-interest in the property to George W. Tifft, which interest is now owned by the heirs of Mr. Tifft. During the whole fifty-three years of his business life Mr. Evans has been located on the Evans Ship Canal, north of and near Water Street. This Ship Canal was constructed through part of Outer Lot No. 2, deeded by the Holland Land Company to Benjamin Ellicott, brother of Joseph Ellicott, who laid out Buffalo in 1804. On the death of Benjamin Ellicott, in 1827, the Ship Canal property was set off to his sister, Letitia Evans, whose son, William Evans, constructed the Ship Canal in 1833. William Evans was the father of John R. Evans, James C. Evans, Charles W. Evans, William A. Evans, and Lewis E. Evans, all business-men in Buffalo. Edwin T. Evans, son of James C. Evans, is largely engaged in the transportation business, and is agent of the Anchor Line.

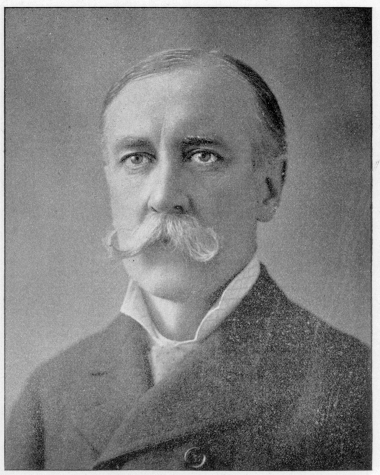
Charles W. Evans was born in the city of Baltimore, Md., March 13, 1812. In early life in that city he was connected with the Firemen's Insurance Company and the Farmers' and Merchants' Bank; the business education he received in these institutions was of great advantage to him in after life. He removed to Buffalo in 1835, and in 1857 married Miss Mary Peacock of Mayville, N.Y., niece of the Hon. William Peacock. On the death of Judge Peacock, Mr. Evans was appointed one of his administrators, and had the settlement of his large real and personal estate. Mr. Evans has never held any public office, but has been honored by his fellow parishioners of St. Paul's Church, Buffalo, with all the offices in the parish, and has been one of the wardens for the past twenty-five years.



CHARLES W. EVANS.

THE MODERN FUEL.

Buffalo is supplied with natural gas, piped 90 miles from the gas-wells of Western Pennsylvania; it is considerably used for heating dwellings, but is not yet supplied cheaply enough to induce its general use by manufacturers.



H. G. NOLTON.

H. G. NOLTON.

The honorable distinction of being the shrewdest banker in Western New York is usually accorded to Mr. H. G. Nolton, the Vice-president of the Bank of Commerce, and the financial history of the institution over whose affairs he has executive supervision proves that this tribute of praise is not misapplied.

About 30 years ago Mr. Nolton began his banking experience as a "trotter," so-called, in the Bank of Genesee. From the first he showed an aptitude for the business which was his passport to rapid promotion. His first important engagement in this city was that of assistant cashier in the Farmers' and Mechanics' National Bank, to which he was appointed in 1863; two years later he was elected Cashier.

In 1873, in connection with the late Robert G. Stewart, he organized the present Bank of Commerce, of which he was first Cashier. After the death of Mr. Stewart he was elected Vice-president.

Under the capable, sagacious, far-sighted management of Mr. Nolton, the Bank of Commerce has taken a high rank among our foremost financial institutions. During the 15 years of its history it has continually earned and paid ten-per-cent dividends, and in addition has accumulated a surplus much larger than its capital.

A bold financier when the business horizon is clear, and rapid in furling sail and seeking a smooth harbor when storm-clouds threaten, the financial courtesies which Mr. Nolton is able to extend are sought chiefly by that class of business-men whose enterprises have some more substantial basis than brilliant expectations. To such the resources of the bank are extended almost without limit, but Mr. Nolton throughout his entire career as an executive banking official has steadfastly refused to lend financial aid to those of a speculative turn of mind, or to furnish the means to carry on a business dependent wholly upon the public caprice.

Mr. Nolton is the president of the Bankers' Association of Buffalo, and a director in the Buffalo & Southwestern Railroad, the Crocker Fertilizer and Chemical Company, and the Cataract Bank at Niagara Falls.

Socially Mr. Nolton is highly esteemed and warmly welcomed everywhere. His critical judgment in art matters, particularly as to the merit of paintings, etchings, and engravings, is eagerly sought, and usually accepted, as final. His cultivated literary taste and his wide familiarity with the world of letters is well known, and the destruction of his valuable private library, containing many rare books and elegant editions, in the Pierce Palace Hotel fire, was deeply deplored by the literary circles of the city.

G. BARRETT RICH.

G. BARRETT RICH.

Mr. G. Barrett Rich, the president of the Bank of Attica, may be aptly termed a banker through heredity and a natural-born financier. For three generations the institution has been under the management of the Rich family, grandfather, father, and son succeeding each the other as its head.

Mr. Rich is a Buffalonian by birth, the date of his advent being May 5, 1849. His family are purely of English origin, having settled in the town of Eastham, Cape Cod, in 1625. The house built by his great-grandfather at Brookfield still stands.

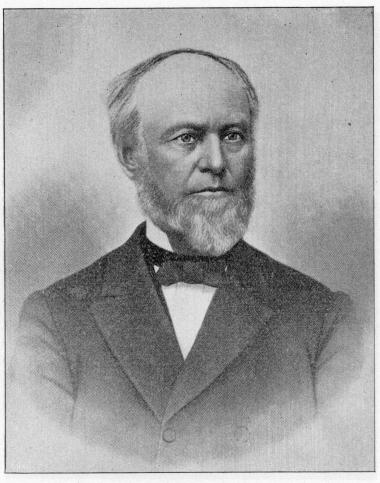
Mr. Rich was educated in Buffalo, graduating June 28, 1867, from the Buffalo Classical School. The years 1868 and 1867 were passed in foreign travel and European study, his journeyings extending to Egypt and the Holy Land.

On returning from his second European tour the young man entered the Bank of Attica as a messenger. This bank was established by his grandfather, the late Gaius B. Rich, in 1836, at Attica, Wyoming County, and is now the oldest bank in Western New York. After some years of service in the minor offices of the time-honored financial institution, Mr. Rich was, at the annual meeting of the board of directors in July, 1880, elected its President. He succeeded, with a few years interregnum, his father, the late Andrew J. Rich, who had been likewise the successor of *his* father.

Mr. Rich was prominently connected with the National Guard of the State of New-York for about 16 years. He entered the service as first lieutenant on the brigade staff in 1871, and after many advances was finally elevated to the high office of Paymaster-General of the State on the staff of Gov. Cleveland in 1883, which position he held for three years.

For many years Mr. Rich was a member of the Executive Committee of the Buffalo Library and has held many positions of trust and responsibility on the various committees. He is also a life member of the Young Men's Christian Association and a trustee of the North Presbyterian Church. Since 1871 he has been a member of the Masonic order and has held many high offices in the fraternity.

In all the relations of life Mr. Rich is held in the highest esteem, and he is everywhere regarded as one of the best local examples of the advantages of wealth, family culture, education, and travel wisely turned to good account.



RUFUS L. HOWARD.

RUFUS L. HOWARD.

Personal popularity, abundant wealth, social prominence, and a spotless reputation—each of these is accounted an attainment worth seeking, and he who grasps them all is usually regarded as one whose life is richly crowned. Judged by this standard, or by any other measure of excellence, Gen. Rufus L. Howard may be regarded as one of the foremost citizens of Buffalo.

Mr. Howard was born in the town of Litchfield, Herkimer County, N. Y., October 30, 1818. He attended the district schools, and at the age of 15 began his business career as a clerk in a country store in the village of Schuyler. Three years later an illness of two years' duration seemingly blighted his fair business prospects and diverted his life into new channels. Upon his recovery he came to Buffalo to seek employment, arriving here May 6, 1839. His first foothold here was a $200-a-year engagement in the grocery and ship chandlery of H. C. Atwater & Co. He soon became the head-clerk in this store, and in less than two years had so impressed his employers with his ability and character that they voluntarily tendered him a quarter interest in the business, to be paid for at his convenience. The firm-name, at that time changed to Atwater, Williams & Co., was successively known thereafter as Williams, Howard & Co. and Howard, Newman & Co. In 1853 Mr. Howard retired permanently from this business to engage in manufacturing.

During the cholera epidemic of 1849, while sojourning with his family in Batavia, the attention of Mr. Howard was directed to a new mowing machine which the inventor, William F. Ketcham, had brought to that village for trial. The apparatus failed to work successfully, and after repeated attempts to overcome the obstacles Mr. Howard was besought by the disheartened inventor to purchase his interests in the patents—about half of the United States. The offer was finally accepted, and Mr. Ketcham was engaged to perfect the machine. During the winter of 1850–51 such progress was made that the five mowers sent out the following summer proved equal to every test. The number produced thereafter increased in a geometrical ratio from 74 the first year to 3,300 the fourth year, while in 1859 the entire output of the works from the start had exceeded 18 000. Both Mr. Howard and Mr. Ketcham put forth every effort to bring the successor of the scythe to the highest stage of perfection, and so thorough was their work that every one of the 100,000 to 125,000 mowers now built annually is provided with the Ketcham appliances and the improvements originally suggested by Gen. Howard. To these two earnest men, then, the one an inventor and the other a capitalist who turned his discovery to practical account, is due the honor of giving the first mowing-machine to the world.

After the expiration of the mowing-machine patents Mr. Howard extended the operations of his plant to include general machinery and foundry work, and eventually established the Howard Iron Works, which are adequately described elsewhere.

But the life of Mr. Howard has not been altogether a self-seeking existence. As far back as 1840 he became identified with the Young Men's Association, was one of the nine men who subscribed $3,000 each to start the fund for the purchase of St. James Hall, and subsequently served the Association as its President. He was one of the twelve prominent citizens who inaugurated the Buffalo Park System and was one of the organizers of the Driving Park. He was likewise instrumental in the formation of the Buffalo Club, and subsequently was its President for three years. The Buffalo General Hospital likewise received a share of his attention during the many years that he was a member of the board of trustees. The Vice-presidency of the American Exchange Bank (formerly White's Bank) is likewise one of the positions of trust which has long been accorded him. When the famous $750,000 loan was made by the city to the B., N. Y. & P. Railroad Company Gen. Howard was one of the committee of five appointed by the Legislature to represent the city in the directory of the corporation. Probably no man in Buffalo has been called upon so often to appraise the lands taken by the several railroads entering the city, and it must be gratifying to know that no appeal has ever been taken from an award made by a commission of which he was a member.

Gen. Howard derived his military title from his appointment by Governor Fenton in 1865 to the command of the Eighth Division N. Y. S. N. G., with the rank of Major General. Through his influence while in commission new life was infused into the Eighth Division, an appropriation of $25,000 was obtained from the city and county for Fremont-place Armory, and the Bay View Rifle Range was established, of which he was President.

The subject of this sketch has always taken a deep interest in St. Margaret's School for Young Ladies, one of the best of its class in the State, and for three years he was the President of that institution of learning.

Devotedly attached to the Episcopal faith, he has contributed his full quota to the building up of that church in this city. He was the chairman of the building committee of Trinity Church and after subscribing $3,000

ROBERT P. WILSON.

himself, by personal exertion he, with others of the committee, secured pledges for over $50,000 toward the sacred edifice. At the present time he is the senior warden of Trinity.

Gen. Howard was married in 1842 to Miss Maria L. Field. Of the six children born to them, none are now living. So prominent have both the General and Mrs. Howard been in all semi-benevolent public movements that it is difficult to recall one which they have not aided by their personal exertions or promoted by their liberality. One of the latest acts of generosity was a gift of $500 toward the Women's Christian Association building fund.

In 1858 Gen. Howard became the owner of 200 acres in the 13th Ward, at that time a wilderness, but now transformed by assiduous cultivation and drainage into one of the finest stock farms in Erie County. With a view to extend his stock-raising operations, another farm of 350 acres, on the lake-shore near Hamburg, was recently purchased. On these broad acres and amid the myriad luxuries of their palatial Delaware-avenue home, Mr. and Mrs. Howard are passing the ripened years of their long and useful existence.

Gen. Howard might have held public office any number of times, but has steadily declined all political honors, preferring to remain an independent citizen.

ROBERT P. WILSON.

Robert Preston Wilson is a native of Sacketts Harbor, N. Y. He is the son of the Reverend George S. Wilson, a clergyman of the Presbyterian Church, and Julia Preston, his wife. His father's family was of the early English settlers of the colony of New-York, and his mother was a member of an old and honored New-England family. Robert Wilson, the grandfather of the subject of this sketch, was early trained in the duties and hardships of military life by his maternal uncle, Captain James Gregg (whose name is a familiar one in the early annals of the Mohawk Valley), having enlisted in Gregg's company of the 8d New-York Regiment in January, 1776, being then but twelve years of age. He was appointed Ensign of the fourth company of the 1st New-York Regiment—Col. Van Schaick's—in June, 1781. On the 19th of October following he was selected at the surrender of Lord Cornwallis, at Yorktown, to receive the British colors, as the following record shows:

"The delivery of the colors of the several regiments, twenty-eight in number, was next performed. For this purpose twenty-eight British captains, each bearing a flag in a case, were drawn up in line. Opposite to them, at a distance of six paces, twenty-eight American sergeants were placed in line to receive the colors. Ensign Wilson of Clinton's Brigade, the youngest commissioned officer in the army—being then only eighteen years of age—was appointed by Colonel Hamilton, the officer of the day, to conduct this interesting ceremony. When Wilson gave the order for the British captains to advance two paces to deliver up their colors, and the American sergeants to advance two paces to receive them, the former hesitated and gave as a reason that they were unwilling to surrender their flags to non-commissioned officers. Colonel Hamilton, who was at a distance, observed this hesitation and rode up to inquire the cause. On being informed, he willingly spared the feelings of the British captains, and ordered Ensign Wilson to receive them himself and hand them to the American sergeants. When the colors were surrendered the whole royal army laid down their arms."—*Field Book of the Revolution, Vol. 2, p. 544.*

Ensign Wilson was one of the original members of the Society of the Cincinnati, and his diploma as such, signed by General Washington as the president and by General Knox as the secretary of the society, is now in the possession of Mr. Wilson, who by hereditary right, as the eldest living male descendant of Ensign Wilson, is now a member of that (to use the words of Washington) "illustrious institution."

Mr. Wilson received his early education at the academy in Gouverneur, N. Y., to which place, upon the death of his father, his widowed mother removed; and in July, 1860, he graduated from Williams College.

In April, 1861, immediately after the attack on Fort Sumter, he enlisted as a private in a company of volunteers raised in Gouverneur, and was elected Ensign when the company was organized and incorporated into the 16th New-York Regiment—Col. Thomas A. Davies. Soon after he was made Adjutant of the regiment, and with it took part in the first battle of Bull Run. In May, 1862, he was appointed Assistant Adjutant General of General Joseph J. Bartlett's brigade—6th Army Corps—of which his regiment formed a part, and in that capacity served in General McClellan's Peninsular Campaign in 1862, taking part in the memorable Seven Days' battles. At the battle of Charles City Cross Roads, while riding across the field under the fire of the rebel batteries to deliver an order from his general, he was hurled from his horse by the shock of an exploding shell and was taken up for dead, but being carried to a gun-boat on the river he was revived, and though incapacitated for service for several weeks, yet as soon as permitted by the surgeon he returned to duty. In April, 1863, he was commissioned Major of the 121st New-York Regiment, but declined the appointment and retained his position on the staff of General Bartlett. He served with the Army of the Potomac in the campaigns of 1862 and 1863, taking part in the battles of the second Bull Run, Chantilly, South Mountain, Antietam, Fredericksburg, Chancellorsville (in which he was wounded but not disabled), and Gettysburg. In November, 1863, at the storming of a small fort on the Rappahannock, he was severely wounded and disabled by a bullet which shattered both bones of his right arm just above the wrist. This wound healing very slowly, he received, in February, 1864, an honorable discharge from the service for permanent disability. Serious effects of the wound remain to this day. In May, 1864, Mr. Wilson came to this city, and soon after entered as a law-student the office of Ganson & Smith, became their managing clerk in 1867, and continued as such until the dissolution of that firm in 1872. He was admitted to the bar in 1866, and in 1873, in connection with Charles D. Marshall and Spencer Clinton, established the law-firm of Marshall, Clinton & Wilson, which has built up a large and important business, is widely known, and has established a commanding position in the legal profession of this city.

In 1877 Mr. Wilson was elected President of the Young Men's Association of Buffalo, and discharged the duties of that honorable position with marked fidelity and ability. He served a term of three years as trustee of Hobart College, and was for several years the treasurer and one of the trustees of De Veaux College. He is one of the Commissioners of the City and County Hall, having been appointed upon the organization of the Board in 1880 and reappointed in 1886. For several years he has served the Buffalo General Hospital as a trustee and as secretary of the Board.

In February, 1868, Mr. Wilson was married to Margaret L., only daughter of the Hon. James M. Smith of this city.

Mr. Wilson is and has been always a Republican in politics, and has been often solicited to become a candidate for political office, but has resolutely declined, preferring the honorable labors and duties of his profession to the unenviable responsibilities and doubtful rewards of political life.

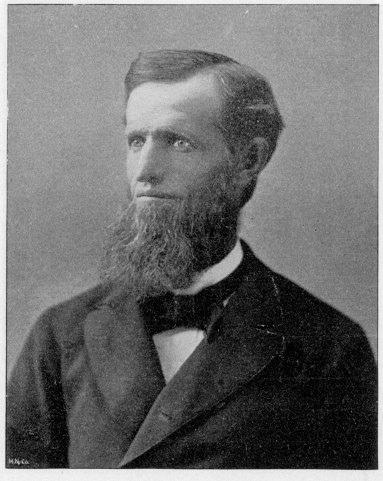
STEPHEN D. CALDWELL.

Mr. Caldwell has been engaged in the transportation business, by lake, railroad, and canal, for forty-three years. During nearly one-half of that time he has been manager of some of the large lines of steamers on the Lakes. He is now Vice-president and General Manager of the Western Transit Company, a line which employs 16 steamers, Vice-president of the Lake Superior Transit Co., and President of the Lake Carriers' Association. Much that is complimentary might be said and ought to be said of Mr. Caldwell's business career and personal characteristics, but he modestly limits the biographer to the above skeleton of a sketch.

This is a pity, for the story of Mr. Caldwell's success is full of incentive.

JEWETT M. RICHMOND.

One of the best known citizens of Buffalo is Jewett M. Richmond. For a long time he has been regarded as one of the most public-spirited men engaged in business life in this city. Mr. Richmond, like a great many of the representative men of the town, is not a native of Buffalo. He was born at Salina, Onondaga County, December 9, 1830. The Richmond family was located originally in Massachusetts. Shortly after the Revolution its members removed to Vermont, whence at the close of the War of 1812 they again emigrated to Central New-York. Anson Richmond, the father of Jewett, engaged in the manufacture of salt in the village of Salina (now the first ward of Syracuse), and continued in the business until his death, which occurred in 1834. His wife survived him nearly half a century, dying in 1883 at the ripe age of 89.



JEWETT M. RICHMOND.

Jewett M. Richmond spent his boyhood at his parents' home, and enjoyed only the limited educational advantages of the common school. At the age of 16 he entered active business life as a clerk in the store of Samson Jaqueth, at Liverpool, near Syracuse. Subsequently entering the service of William Gere, a groceryman of Salina, he finally formed a partnership, in which his employer, William Barnes, and two of Mr Richmond's elder brothers were members. The object of the enterprise was to manufacture and deal in salt and flour. The firm opened branch stores at Syracuse, Oswego, Buffalo, and Chicago, all of which were profitable. In 1860 Mr. Richmond retired from the several partnerships which had resulted from the growth of the business, and entered into a similar partnership with Henry A. Richmond of this city, under the name of J. M. Richmond & Co. They established their headquarters at Buffalo and engaged in the grain, commission-storage, and elevating business. This firm subsequently erected the Richmond Elevator. Mr. Richmond confined himself to the business for 18 years, at the expiration of which time the firm was dissolved and he spent a year abroad. Returning from Europe, he formed a new firm, in which his brother, M. M. Richmond, was a partner. In 1867 Mr. Richmond was elected President of the Marine Bank of Buffalo, but soon after sold the larger part of his interest.

In 1870, he married the daughter of Mr. John Rudderow of New-York City. There have been six children from this union, of whom four survive.

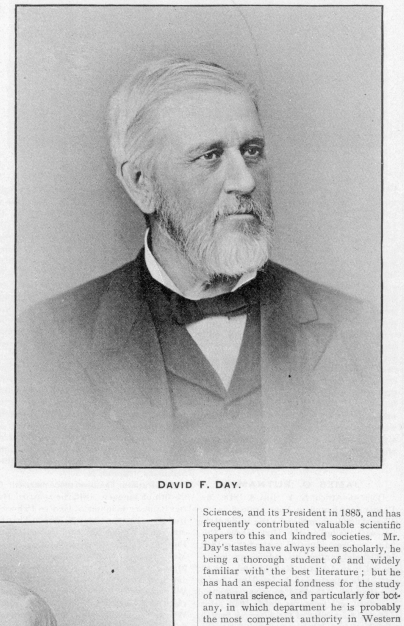
The Buffalo & Jamestown Railroad is one of the enterprises with which Mr. Richmond was prominently connected. Although not desiring the office, he was elected President at the organization meeting and immediately thereafter took hold of the work with his accustomed vigor and energy. The commercial panic of 1873 made the task a difficult one, but the road was built notwithstanding, and formally opened in 1875. Mr. Richmond declined re-election, and devoted himself from that time until 1881 to his many business interests. In the latter year he retired from the firm with which he had been so long connected, and has since found his chief occupation in real-estate investments and the superintendence of his extensive estate. He is still President of the Buffalo Mutual Gaslight Company, Vice-president and director of the Marine Bank, and a director in the Buffalo & Southwestern Railroad Company. He is also a member of the Young Men's Association, of which he was president at the time of the completion and dedication of the new Library building. He is a trustee of the Buffalo Club, of the Buffalo Savings Bank, and of the Cemetery Association.

He is also a liberal patron of the Fine Arts Academy and the Society of Natural Sciences, and is a member of the Buffalo Historical Society. A patron of worthy charities and a willing friend to the needy, Mr. Richmond has a reputation for true philanthropy. A friend of progress and advancement, he is always willing to use every endeavor to advance the interests of the city of his adoption.

Few men have done more for Buffalo than stands credited to Jewett M. Richmond. With two of its very finest buildings—"The Library" and the new "Fireproof Hotel"—his name should be ever associated, for he supplied what may be called the motive power for their erection.

DAVID F. DAY.

Among the men prominent at the bar of Buffalo, there is none better known in his own city and throughout the State than David F. Day. Mr. Day has long been recognized as an able lawyer, profoundly learned in his profession, and for many years has had a large and lucrative practice.



DAVID F. DAY.

The family of Mr. Day originally came from Massachusetts. He was born in this city in 1829, when it was still a village, and has always lived here. He was educated in the public schools of the city, and in the classical school of the late Victor M. Rice, for many years Superintendent of Public Instruction of the State. He was a student of law in the office of Gen. Heman B. Potter, an excellent lawyer and a most worthy man. He was admitted to practice in November, 1850, a few months after attaining his majority. After some years of general practice, he was chosen City Attorney in 1868. During his term of office he had charge of the preparation and passage of the bill which gave to Buffalo its Park System, together with other measures of importance to the city. He was also a member of the Commission which revised the city charter.

In 1878 he was nominated by the Democratic party for Member of Assembly, and was elected in a district which usually gave a Republican majority of over 2,000.

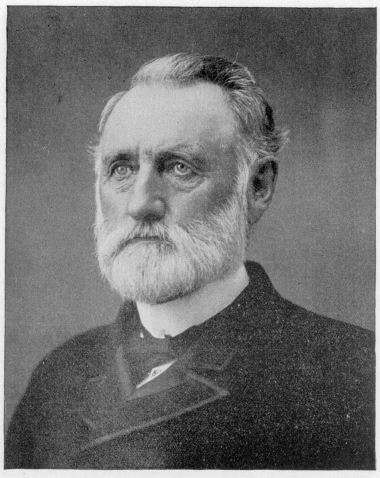
In politics Mr. Day has always been a Democrat, and has been distinguished for his firm and high-minded advocacy of true Democratic principles.

For many years he has been a member of the Young Men's Association (now the Buffalo Library), and has taken a large interest in its prosperity and has aided it materially by his active participation in its affairs. He was the President of this association in 1860. He was also one of the founders of the Buffalo Society of Natural Sciences, and its President in 1885, and has frequently contributed valuable scientific papers to this and kindred societies. Mr. Day's tastes have always been scholarly, he being a thorough student of and widely familiar with the best literature; but he has had an especial fondness for the study of natural science, and particularly for botany, in which department he is probably the most competent authority in Western New-York. He has quite recently devoted much of his spare time to the preparation and publication of a catalogue of the plants and flowers of the vicinity of Niagara Falls, at the request of the Commissioners of the Niagara Falls Reservation. He is a member of the American Association for the Advancement of Science, and is at present the President of the Botanical Section of that association. He is also an honorary and corresponding member of several other learned societies. He is one of the trustees of the Grosvenor Library of Buffalo, and also a member of the board of managers of the State Normal School in this city.

Mr. Day has been an active member of the Masonic order for many years, and has been the recipient of many of the most distinguished honors of the order. In 1878–9 he was chosen Grand High Priest of the Royal Arch Masons of the State of New-York, and for the past two years he has held the position of Deputy General High Priest of the Royal Arch Masons of the United States.

In every position of trust or of honor to which Mr. Day has been called, he has exercised great care and painstaking in the execution of the duties falling to him, and in almost every instance without pecuniary compensation.

STEPHEN D. CALDWELL.



C. J. HAMLIN.

CICERO J. HAMLIN.

No man is more prominent in many spheres of business activity in Buffalo than Cicero J. Hamlin. For over 40 years he has been connected with the trade and manufacturing interests of this city. He is the owner of much valuable real-estate and many buildings. He is one of the largest employers of labor in Buffalo, his employees here and elsewhere numbering over 2,500. And he is the originator of the great International Exposition project.

He was born on a mountain farm in Columbia Co., N. Y., bordering on the Massachusetts line, in November, 1819. His direct ancestors, a hardy, long-lived race, were all born in New-England, and his father was a Methodist preacher. He was the youngest of ten children, and his only inheritance—to quote his own words—"Was sound health and a good digestion." In 1836 he came to East Aurora in this county, where three years later he began keeping a general store.

In 1846 Mr. Hamlin came to Buffalo and engaged in the dry-goods business, the firm being Wattles & Hamlin, and the location No. 252 Main Street. In 1847 the firm was dissolved, Mr. Hamlin continuing the business alone until 1852. In 1860 he became a member of the firm of Mendsen & Co. which carried on a wholesale and retail business in carpets and house-furnishing goods. During that year he enlarged his store so that it covered most of the site now occupied by the new block in process of erection. The firm was reorganized under the name of Hamlin & Mendsen, and embarked in the wholesale and retail dry-goods business in addition to its former business. The new store was opened on the day that Fort Sumter was fired on—"The bluest day ever seen in Buffalo," says Mr. Hamlin.

The business thus established continued until 1866, when the retail dry-goods trade was discontinued, the firm continuing as wholesalers of dry-goods and wholesalers and retailers of carpets until 1871. Then Mr. Hamlin retired from the dry-goods business, and the Main-street store was leased to Barnes, Bancroft & Co. In 1875 the original iron-front store was built, and was extended 140 feet in 1882. In 1884 the entire Main-street building was leased by Barnes, Bancroft & Co. The new store which Mr. Hamlin is now building for Barnes, Hengerer & Co., occupies the site of the former Main-street stores, and also of a building on Pearl Street, built in 1877 by Barnes, Bancroft & Co., and bought in 1879 by Mr. Hamlin. The new "Hamlin Block" is the largest store in the city, and one of Buffalo's most noteworthy buildings.

In 1874 Mr. Hamlin became the president of the Buffalo Grape Sugar Co., since merged into the American Glucose Co. Further notice of this great industry is made elsewhere in this paper.

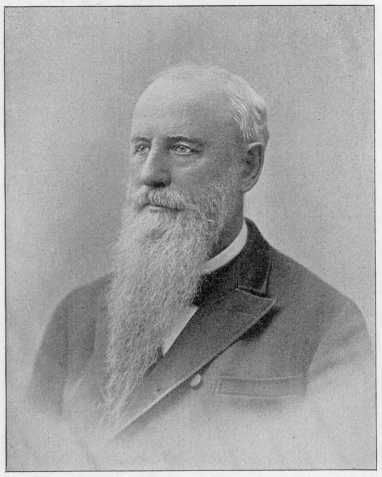
From 1848 to the present time Mr. Hamlin has dealt extensively in real estate, has put up many buildings, and improved much real property in this city.

On his farm in the village of Aurora, which now comprises 400 acres of the richest land in Erie County, he began in a very modest way, as early as 1855, the business of improving stock. The Hamlin stock-farm is now one of the most valuable in the country, famous the world over as the home of Mambrino King, Almont Jr., sire of the beautiful and record-making Belle Hamlin, and of other beautiful and choice stock. Mr. Hamlin loves a good horse and never drives a poor one. His farm has done much to improve the quality of stock in Western New-York, as well as through the country at large.

In 1868, with others, Mr. Hamlin bought the ground which has ever since been the site of the Buffalo Driving Park, world-famous in the annals of the race-course. The Association has had but two presidents, the first one being the late Hon. Chandler J. Wells, who was succeeded by Mr. Hamlin. Under their management the yearly premium list for the Buffalo meetings mounted from $10,000 to $72,000. Mr. Hamlin was the originator of divided premiums, breaking the prizes into four parts. Although there was much opposition to the plan, it proved to be the making of the Buffalo track.

Mr. Hamlin was a member of the first board of directors and a stockholder of the Buffalo & Washington Railroad, now a part of the Western New-York & Pennsylvania system. He was one of seven men who by assuming personal responsibility for the liabilities of the road helped it through a critical time to better fortunes. By the loan of their personal credit they saved Buffalo $700,000, the City eventually getting par for its stock.

In 1842 Mr. Hamlin married a daughter of Isaac Ford of Hulburton, formerly of Austerlitz, Columbia Co., N. Y., youngest sister of the late Hon. Elijah Ford of this city. His family consists of three sons, all in business here. From 1856 to 1887 the family home was a pleasant residence at No. 432 Franklin Street. Last spring Mr. Hamlin moved to a beautiful modern house which he had built at No. 1038 Delaware Avenue.



SHERMAN S. JEWETT.

SHERMAN S. JEWETT.

In every city there are half a dozen men who seem to rise like stately towers high above the great mass of mankind. Such a one is Mr. Sherman S. Jewett, the head of the great stove manufacturing firm and the honored President of the Bank of Buffalo.

Mr. Jewett's early life and splendid business career have been recorded many times in various publications dealing with Buffalo's history, and a brief summary here will suffice. Born in the town of Moravia, Cayuga County, N. Y., January 17, 1818, the first 15 years of his life were passed upon the farm. He came to Buffalo May 3, 1834, and entered the employ of his uncle, Isaac Watts Skinner, who was operating a small foundry. Having mastered this business in all its details, in 1836 Mr. Jewett joined the firm of Day, Root & Co. to engage in the same vocation. The small foundry which this firm operated was the seed planted in fertile soil which has grown and expanded into the great house of Sherman S. Jewett & Co. of to-day, whose field of trade covers a continent.

But a vast business which would occupy all the time of an ordinary man has engrossed only a portion of Mr. Jewett's attention. Few citizens of Buffalo have been more closely identified with the conspicuous institutions of the city, or have, while yet living, made a stronger impression upon the character of municipal progress.

Membership in the Common Council in 1845, 1846, and 1849—during which he was occasionally acting Mayor, has amply satisfied his political ambition. In 1878, without his knowledge, he was honored with a nomination for Congress by the party in his district, but his indifferent health forbade his acceptance. In 1880 he was one of the Republican Presidential Electors.

In 1868 the movement to establish the beautiful Park System, which is the pride of the city, first took working shape through a meeting of citizens at his house. He has been a member of the Board of Park Commissioners since the laying out of the grounds, and its President since 1879. He was one of the founders of the Buffalo Club in 1867, a director during its first nine years, and its President in 1874.

In the promotion of facilities for art and literary culture Mr. Jewett has borne a leading part. He was one of the originators of the Buffalo Fine Arts Academy, and at a time in its early history when its prospects were anything but bright, he came to its aid and endowed it with a sum of $10,000, the interest of which should contribute to its maintenance. This opportune though unsolicited bounty fortunately aroused other friends of the Academy, who raised an additional sum equal to Mr. Jewett's gift. The original $10,000 was then set apart as a distinct fund, to be called after the donor, the interest to be used for the purchase of works of art.

The Buffalo Library likewise has been long an object of his fostering liberality.

Mr. Jewett was one of the founders of the Bank of Buffalo, and has always been its President. The bank was started in 1878, with a strong board of directors. The stock was eagerly subscribed for when it was known that Mr. Jewett would be its President.

The bank has a name throughout the State and the United States for solidity and conservatism. Mr. Jewett has always believed, as he expresses it, in "building the pyramid with the big end down." Consequently the first consideration at this bank is strength. Mr. Jewett considers it absolutely essential that a bank should carry a good substantial percentage of its deposits in cash or equally readily available assets. The result is shown in the bank's statements and the confidence reposed in the management. The institution is one which the citizens of Buffalo are justly proud to patronize.

In the railroad and steamboat world, too, Mr. Jewett is a prominent and somewhat remarkable figure. He has been a director of the N. Y. C. & H. R. R. R. since April, 1884; and President of the Western Transit Company since 1885; while the construction and subsequent development of the Buffalo, New-York & Philadelphia Railroad were to a large extent his especial work, he being a director from 1867 to 1881, and President from 1876 to 1881. Through personal efforts and financial influence the enterprise was relieved of its temporary embarrassments, and the series of narrow-gauge feeders constructed which have contributed to its successful working. These subsidiary roads paid back to the stockholders more than their entire investment, and were eventually sold at a handsome profit. At the same time, the main line, so substantially strengthened by its feeders, was disposed of by Mr. Jewett to such advantage, that the stockholders were fully returned their capital; the City of Buffalo, which, to encourage the enterprise, had assumed $700,000 of the stock, being repaid cent per cent.—an incident probably unparalleled in the history of municipal investments. From the local record of that period we clip the following in regard to it: "Anybody who is familiar with the alphabet of railroading or the manipulation of stocks will readily understand that, moved by a less upright and patriotic motive, Mr. Jewett could have literally frozen out the city and the smaller stockholders, and made himself absolute master of the situation. He didn't do this, even though he could have made a handsome fortune out of it, but preferred to carry the whole load on his own shoulders for the benefit of everybody interested; and these facts and the resurrection of the road from nothingness, all considered, make the sale one of the most remarkable in the history of American railroads. We take infinite pleasure in placing to the credit of one of our most prominent citizens a transaction so rare and so successful in every feature of it. . . . Mr. Jewett has one of the best business and diplomatic minds in this country. He is a thinker, and when he proceeds about negotiations of any kind he knows precisely what he is doing. There is no trickery about him, and when he puts a thing into the market, the fact that his name is back of it is ample guarantee that it is worth what he asks for it. This is a good enough record for any man, but it holds good through all of Mr. Jewett's business career; and the railroad transaction under consideration is primarily valuable to us as revealing the fact that we have a modest business gentleman in our midst who is capable of dealing with large enterprises in the best possible style, with reference to the best interests of all concerned."

THE HON. JAMES O. PUTNAM.

JAMES O. PUTNAM.

Born in Attica, N. Y., July 4, 1818, Mr. Putnam graduated at Yale College in the class of 1839, entered upon the study of the law with his father, the Hon. Harvey Putnam, and was admitted to the bar in 1842. Immediately after his admission he removed from Attica to Buffalo, and was for two years a partner of the late Hon. George R. Babcock. In 1844 he was appointed secretary and treasurer and in 1846 attorney and counsellor of the Attica & Buffalo and Buffalo & Rochester railroad companies; positions he held until their consolidation with the New-York Central.

In 1851 he was appointed Postmaster of Buffalo by President Fillmore, which position he retained during the residue of Mr. Fillmore's term. In 1853 he was elected State Senator. While his political studies led him to sympathize with the conservative branch of the Whig party, he uniformly resisted the aggressions of the slave interest, which was then trying to force the institution of slavery upon the new territories. By speech and vote in the Senate he united in the protests of his State against the repeal of the Missouri Compromise. As a Senator he was celebrated as the author and supporter of what is known as "The Church Property Bill," which required real-estate consecrated to religious uses to be vested in trustees in accordance with the general policy of the State.

Some years later, and after the end of his controversy with the churches, another Act was passed by the Legislature of New-York and accepted by the church authorities, providing for the incorporation of Roman Catholic churches under the general Act relating to religious corporations. The Act places such corporations under the supervision of the Legislature and the courts, as all other corporate trusts are placed.

In 1857 Mr. Putnam was the candidate of the American party for the office of Secretary of State. He labored for the union of the American with the Republican party, newly organized to resist the aggressions of the slave interest, and in 1860 was one of the two Lincoln Presidential Electors-at-large for this State.

In 1861 he was appointed by President Lincoln United States Consul at Havre, France. His absence under this appointment covered the period of our Civil War, when Paris was a center of loyal Americans on the continent. Upon our National occasions he was repeatedly called to the French capital to act a principal part. The address of American citizens abroad, to their Government, upon the death of President Lincoln, was from his pen. He was the orator at the celebration of the 22d of February, in Paris, after the close of the War.

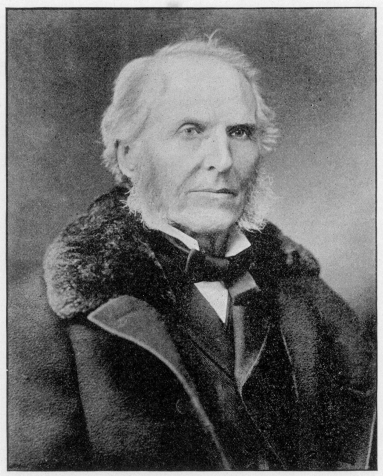
In 1880 he was appointed by President Hayes United States Minister to Belgium. While abroad upon this mission he was appointed by the United States Government its delegate to the International Industrial Congress which sat in Paris in 1881.

He was for a time trustee of the State Agricultural College at Ovid, New-York. He was appointed by the Governor member of the State Board of Charities for the Eighth Judicial District, but his health did not permit his acceptance of the trust. He has been a member of the Council of the Buffalo University since its reorganization in 1846. He is a trustee of Houghton Seminary, Clinton, N. Y.

Mr. Putnam has been twice married. On the 5th of January, 1842, he married Harriet Palmer, daughter of George Palmer of Buffalo. She died May 3, 1853. The children of that mrrriage are George Palmer Putnam, Harriet Osborne Putnam, and Mrs. Robert Keating. On the 15th of March, 1855, he married Kate F. Wright, daughter of Rev. Worthington Wright of Woodstock, Vt. The children of that marriage are Kate E. Putnam, Dr. James Wright Putnam, Harvey Worthington Putnam, and Frank Curtiss Putnam.

A published volume of Mr. Putnam's "Orations, Speeches, and Miscellanies," reveals in some degree his relations to the institutions of this city during the last thirty years, and the scope of his public services as an interpreter of its benevolent sentiment and patriotic feeling; but no publication can do full justice to the fervor and the generosity with which he has enlisted in every good cause in which his fellow townsmen were interested. His health has not been such as to permit him to labor in his profession for his own benefit, but it has seldom prevented him from laboring for others and for the general good. The occasional addresses—or more properly *orations*, for any public address by James O. Putnam merits that name—which he has delivered in furtherance of almost every imaginable good work which anybody in Buffalo has wanted to have presented to the public view, are almost innumerable, and every one of them has been worthy of preservation for its loftiness of thought, its clearness of judgment, its elegance of diction, and its genuine feeling and eloquence. The record of Mr. Putnam's public appearances on Buffalo platforms would be almost equivalent to a record of the movements of benevolence and public spirit among its people.

Aside from these appearances for the public weal, ill-health has made Mr. Putnam largely a recluse; but his seclusion has been that of the scholar and the patriotic citizen, and one of its results has no doubt been to store his mind more richly than would have been possible during a busy and stormy professional career. But his semi-retirement has deprived his country of services which there is every reason to believe might with health and strength for active public life have risen to real greatness and wide renown.



NELSON K. HOPKINS.

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The Hon. Nelson K. Hopkins, whose name and face alike have been familiar to Buffalonians for nearly half a century, is a native of Erie County. He was born in Amherst, near Williamsville, and was the son of Gen. Timothy S. Hopkins. At the age of 16 he began to prepare for college at the historic Genesee Wesleyan Seminary at Lima, N. Y., and subsequently graduated from Union College in the class of 1842. School-days over, he decided to adopt the legal profession, and at once entered upon his preparatory studies in the office of the Hon. E. G. Spaulding. In 1845 he was duly admitted to the bar, and thenceforward, up to the present time, with intervals of public service, has continued in professional practice in this city. During the years 1866–67 he was the Collector of Internal Revenue of the 30th District of New-York. In 1871 he was elected to the high office of State Comptroller, and served so creditably that he was re-elected in 1873. At the present time Mr. Hopkins is the Chairman of the Board of Fire Commissioners of the City of Buffalo, and is prominently identified with many of the leading local organizations.

Though he has been so much in public life Mr. Hopkins never sought office. He is a thorough Republican and a staunch friend—eminently a man to be trusted.

WILLIAM C. CORNWELL.

WILLIAM C. CORNWELL.

Mr. William C. Cornwell was born in Lyons, N. Y., August 19, 1851, and came to Buffalo with his parents when six years of age. He was the son of the late Francis E. Cornwell, an eminent Buffalo lawyer, who having received the nomination for Judge of the Superior Court in 1869 died on the morning of election-day while thousands of ballots were being cast for him. Had he lived it was the intention of influential friends to place him in nomination for Governor of the State of New-York.

The subject of this sketch began his business career in the banking-office of H. N. Smith in 1868. Afterward he acted as messenger in the Bank of Attica, and subsequently as book-keeper in the Third National Bank. When the Bank of Buffalo was organized in 1873 he took the position of general book-keeper and correspondent. At the outset Mr. A. L. Bennett was the Cashier of the bank, but two years later his health became impaired, and until 1878 the general management of the internal affairs of the institution devolved upon the assistant Cashier, Mr. B. A. Provoost. During these five years the department of correspondence had developed rapidly, and President S. S. Jewett, with that acute discernment of character which is one of his many gifts, saw in the young correspondent the proper timber for a banker. Accordingly, in the autumn of 1877, at a meeting of the Board of Directors, Mr. Cornwell was elected Cashier to fill the vacancy. The Bank of Buffalo then had but three clerks in its employ, its clientage was limited, the total deposits were only about $500,000, and the surplus at the end of five years' business only $17,000. To-day, ten years later, it has a staff of 35 clerks, the customers are numbered by the hundred, the deposits range from $3,500,000 to $4,000,000, and the surplus is nearly equal to the capital. This growth of over 600 per cent. in a single decade is phenomenal and unheard-of in the history of banking. What were the underlying causes? Mr. Cornwell had certain ideas of his own concerning banking methods, and as soon as the opportunity was presented these theories were put to the test. The new way proved more popular and more profitable than the old, and it may be fairly said that Mr. Cornwell's innovations have practically revolutionized the banking business of Buffalo. In all his efforts to modernize and adapt to the requirements of the age the methods of financiering which had come down from other days, Mr. Cornwell has enjoyed the cordial co-operation of President Jewett, whose ripe experience, coupled with the young Cashier's progressive ideas, have secured to the bank unprecedented prosperity without any departure from the safe lines of financial policy. The scene in the counting-room during banking hours is one of remarkable activity, and it has become a common remark that if one desires to meet any man of business in the city the Bank of Buffalo is the most certain place to await his coming.

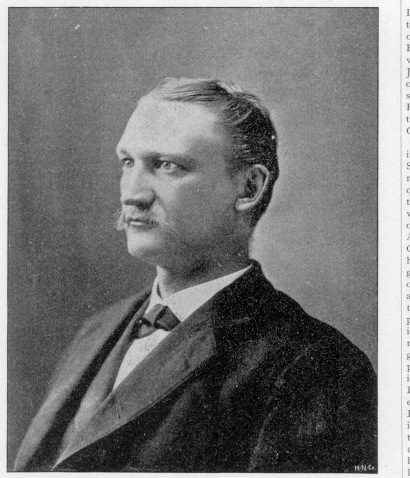
It is a theory of Mr. Cornwell's that every hard worker should have some outside pursuit for his leisure hours as a source of diversion from the relentless hammering of business life, and in his own case the study of art has been chosen as a recreation. The exquisite and unique productions of his fertile brain are well known to Buffalonians. His "Book of the Festival" of 1884, an attractive souvenir of the great feast of song, sold by the thousands and saved the festival from a threatened deficit. The same may be said of the souvenir book of the Music Festival of 1888. In 1885 Mr. Cornwell issued a series of unique programmes for the Philharmonic Society, and a set of these coming to the hands of Mr. Andrew Tuer, the editor of the *Paper and Printing Trades Journal* of London, England, elicited from him a personal letter to the artist, in which he said:

"Nothing that I have met with for some time—and I am accustomed to receive fine typographical specimens from all parts of the world—has so taken my fancy. The designs are those of a skilled artist, born, I should say, with a natural genius developed by cultivation."

Mr. Cornwell originated the idea in ceiling decoration of motion by use of conventionalized cloud-work as against set geometric line-work. Two noteworthy examples are the ceilings of the Merchants' Exchange and of Music Hall. This idea carried still further, and embracing a literary conception, is seen in the frieze of Music Hall, the theme of which is "The Music of the Spheres."

In 1873 Mr. Cornwell married Miss Marian Loomis, the daughter of the late Dr. H. N. Loomis, whose æsthetic temperament and abounding good sense have been a constant advantage and inspiration to her husband.

Among the positions of honor and trust held by Mr. Cornwell which can be simply enumerated here are those of director of the Bank of Buffalo, vice-president of the Bank of Niagara at Niagara Falls, trustee of the Merchants' Exchange, curator of the Fine Arts Academy, and member of the executive committee of the Buffalo Library.



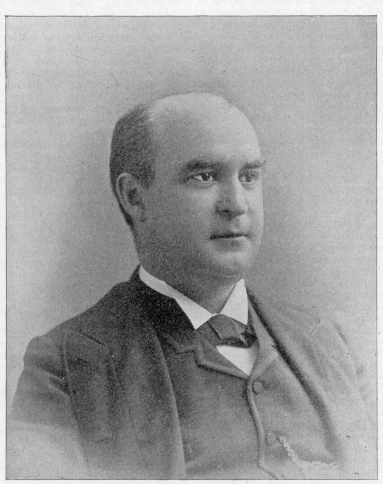
SPENCER CLINTON.

SPENCER CLINTON.

The Clinton family figured conspicuously in the early colonial history of this country and in the struggle of the Revolution. One of the most distinguished members of the family was Gov. DeWitt Clinton, to whom Buffalo may ascribe much of its present commercial prosperity, as it was chiefly through his efforts that the Erie Canal and its branches were constructed in this State.

Spencer Clinton, the subject of this sketch, is the grandson of De Witt Clinton, and the third son of Judge George W. Clinton, who died suddenly in Albany on September 7, 1884, after an illustrious and honored career. The late Judge Clinton married the daughter of John C. Spencer, Secretary of War under Tyler's Administration and a jurist prominent in the revision of the New-York Statutes. By her he had four sons, Maj. DeWitt Clinton, who served in the Army during the Civil War and died at St. Paul; Charles, a civil engineer, who died at St. Louis; Spencer, and George, both of whom adopted their father's profession and survive him. Spencer was born in Buffalo 49 years ago, and has always been a resident of this city. His early life was spent here except for a year or two at boarding-school. He studied law with Solomon G. Haven and with the late Hon. William Dorsheimer. When, in 1867, Maj. Dorsheimer was appointed by President Johnson United States District Attorney for the Northern District of the State of New-York, he appointed the young lawyer, Spencer Clinton, his assistant, and that office was held by him until the expiration of Mr. Dorsheimer's term in 1871. Shortly thereafter Mr. Clinton formed a law partnership with Mr. Charles D. Marshall. Later Mr. Robert P. Wilson was added to the firm, and the firm-name of Marshall, Clinton & Wilson is to-day one of the most reputable and well known in the legal directory of the city. Mr. Clinton has devoted himself assiduously to the study and practice of his profession. He is one of the most sagacious counsellors in the city, and has for many years had almost sole charge of the litigations of his firm. His knowledge of municipal affairs is extensive, and when in 1874 a bill was passed creating a board to revise the City Charter, Mr. Clinton was named as one of the commission. Again two years ago, when a popular effort was made at Charter Revision, Mr. Clinton became the head of the committee by common consent, and added much weight and influence to its deliberations. He has never held nor ever sought public office. He has always been a Democrat in politics, and in 1887 was the candidate of his party for the State Senatorship. Mr. Clinton's indifference to public honors was demonstrated by the little interest he took in his own campaign, to which his friends attribute his defeat. His high personal character and eminent legal attainments were freely acknowledged by the opposition press during the campaign. THE EXPRESS said he "is in the front rank of Buffalo lawyers. We have no better citizen. He is known as an orator and a scholar." He is a prominent member of the Buffalo Club and was its President in 1885.

Mr. Clinton was married in March, 1871, to Miss Sarah Riley of Berlin, Ct., who died in October, 1880. In June, 1882, Mr. Clinton married the sister of his former wife, Miss Carrie Riley. She lived two years after her marriage. Mr. Clinton has five children by his first wife.



JAMES FRASER GLUCK.

JAMES FRASER GLUCK.

The crown of professional success does not always rest upon locks of silver, and native talent sometimes outstrips sober experience in the race of life. A conspicuous local instance of success in more than one direction early attained is presented in the life record of James Fraser Gluck. Born in the village of Niagara Falls, April 28, 1852, his education was obtained in the common schools, the Upper Canada College at Toronto, and Cornell University. He graduated from the last named institution in 1874, at the head of his class. After editing the *Niagara Falls Register*, a daily paper, for a few months, he took up the study of the law in the office of Laning & Willett in this city. Shortly after his admission to the bar, in 1876, he entered into a law partnership with the Hon. A. P. Laning and Mr. Daniel McMillan. After Mr. Laning's death, Mr. George C. Greene joined the surviving partners, the firm becoming Greene, McMillan & Gluck. Last spring Mr. Greene retired, and Chas. A. Pooley was admitted, and the firm is now styled McMillan, Gluck & Pooley. The specialty of this firm through all its mutations has been the care of the legal affairs of large corporations, especially railroad companies, chief among them at the present time being the Vanderbilt interests in the New-York Central and other railroads entering Buffalo.

It is generally conceded that Mr. Gluck is without a superior in Western New-York as a trial lawyer in railroad cases, and in recognition of his ability, when the Buffalo Law School was organized he was chosen to fill the chair of the Law of Corporations.

A steadfast and enthusiastic Republican, the political counsel and campaign services of Mr. Gluck have always been in demand. He was chosen president of the Central Republican Club, numbering 2,500 members, in 1884, and under the direction of the party leaders he delivered political addresses in the leading cities with distinguished success. In the preparation of the new Republican caucus system, now in operation in this city and county, the minute and intelligent study of the subject contributed by Mr. Gluck was regarded by his fellow committeemen as a conspicuous and valuable service to themselves, the party, and the public. In the intervals of his legal practice Mr. Gluck has found time for some excellent literary work—so excellent, in fact, that the quality of his contributions to current literature and the local press has given rise to the question whether, in the event of his cutting loose from the law and adopting the profession of letters, he would not rank among the foremost literary workers of the day.

Mr. Gluck's reputation as a vigorous writer and a polished orator has led to many invitations to deliver public addresses. Among his achievements in this field may be mentioned a discussion of "The Scholar in Politics," before the Cornell Alumni in 1877; an oration on "The Power and Influence of Music," delivered at the laying of the corner-stone of the new Music Hall; and addresses appropriate to the occasion at the Commencements of the Buffalo Medical College, the Buffalo Female Academy, and the Training School for Nurses. Mr. Gluck is also much sought as an after-dinner speaker.

For five years the subject of our sketch has been a trustee of Cornell University. One of his first services in this capacity was a searching investigation of the underlying causes of a struggle between the alumni and the Board of Trustees, and his report thereon, forming a document of over 100 pages of printed matter, was termed by President Eliot of Harvard the most thorough and scholarly report made by a college official not a professor he had ever seen. According to the published statement of President White of Cornell, it was through Mr. Gluck's influence that the system of scholarships was established whereby poor and meritorious students receive University aid for four years to the amount of $250 per year. So marked was the ability displayed by Mr. Gluck in all his relations toward the University, that upon the retirement of President White the Buffalo attorney was prominently mentioned as his successor.

In accordance with his general policy to touch nothing which he cannot benefit, Mr. Gluck when elected a curator of the Buffalo Library began quietly the gathering of manuscripts, autographic letters of merit, historical documents, and rare books, and just before the close of his term of office delighted the officers and friends of the library by the presentation of one of the most valuable collections in the country.

Mr. Gluck was married in 1877 to Miss Effie D. Tyler, daughter of the Rev. Chas. Tyler, pastor of the Congregational Church at Ithaca. Two children, a boy and a girl, brighten their pleasant home on Front Avenue, where in the retirement of one of the finest private libraries of our city Mr. Gluck passes the leisure hours of a busy life.

FRANCIS H. ROOT.

Although neither a professional man nor a politician, Mr. Francis H. Root, the senior partner of the wholesale leather firm of Root & Keating, is one of the best-known citizens of Buffalo. In one capacity or another, without any self-seeking of publicity, he has been kept almost constantly in the foreground, until his name is familiar in every household.

Mr. Root was born in New Berlin, Chenango County, N. Y., May 30, 1815, and was the youngest of ten children. When he was two years of age his father died. The early education of the boy was acquired in the district schools of his native place and of Lodi, N. Y., and supplemented by a single term at the Springville Academy. In January, 1835, Mr. Root came to Buffalo to fill an engagement as clerk and book-keeper with Isaac Skinner, a manufacturer of ploughs. This establishment a year later was destroyed by fire, and soon afterward a partnership to carry on the same business was formed by Franklin Day, Mr. Root, and Sherman S. Jewett. For over 40 years, with one short interval, Mr. Root was associated with Mr. Jewett in the foundry business, which in due course of time became almost exclusively the manufacture of stoves, and the firm-name of Jewett & Root was displayed in letters of iron in thousands of households throughout this long period. In 1878 Mr. Root sold out his interest in the stove works, and almost immediately thereafter succeeded Mr. Henry C. Jewett in the leather firm of Jewett & Keating, which then became Root & Keating. The business of this firm is adequately described elsewhere.

Possessed of large capital, Mr. Root has naturally become identified with a number of the local banks. He is a director of the Manufacturers & Traders' Bank and the Bank of Buffalo, a trustee of the Buffalo Savings Bank, and a stockholder in the Marine and Third National banks. Mr. Root is likewise a stockholder in the Citizens' Gas Company, a trustee of Forest Lawn Cemetery, a trustee of the State Normal School, and a member of all the leading literary societies and commercial bodies of the city.

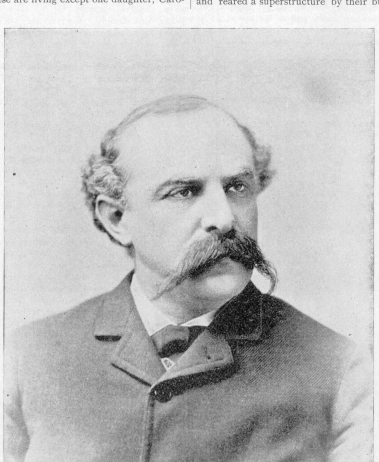
A devoted believer in the Methodist Episcopal faith, the institutions of that church have been made the object of his special care. He was a member of the State Convention of the Methodists of the State of New-York from which originated the Syracuse University, of which he has been a trustee since its organization. He has likewise been a trustee of the Chautauqua Assembly since its foundation. In 1872, 1880, and 1884 he was a member of the General Conference of the Methodist Episcopal Church, and at the last conference was appointed a member of the Board of Education. The local Methodist Episcopal churches have long been made the subject of his special care, and all have at some time profited through his liberality. The Delaware Avenue M. E. church, however, of which he is the president of the board of trustees, and which he was chiefly instrumental in building, has at all times received a double portion of his beneficence.

Mr. Root was married in 1838 to Miss Delia M. Spencer, a daughter of the late Judge Phineas Spencer of Lodi (now Gowanda), N. Y. Three children were born to them, and one son was adopted. All these are living except one daughter, Caroline W., who married Mr. Robert Keating and died in 1866. The family home on Main Street was in its day one of the finest houses in the city.

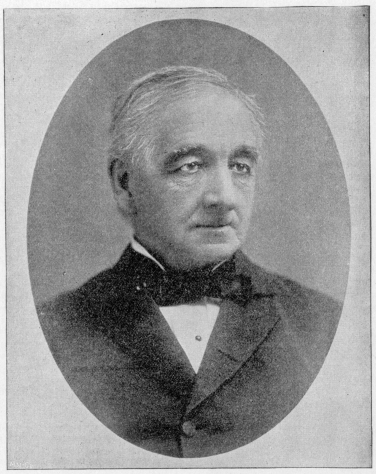
FRANCIS H. ROOT.

EMIL A. BECKER.

Mr. Becker is one of Buffalo's eminently successful business-men. He was born in the village of Fraustadt, Prussia, on May 18, 1838, and after receiving a classical education he entered the University of Berlin. While there he changed his plans for the future, left the University, and came to this country in 1861. Entering into the spirit of the civil conflict just begun, he joined the Northern forces and was for two years and a half in active service. He was wounded at the battle of Spottsylvania, and the injury received eventually resulted in the loss of a leg. After spending about five years in the War Department at Washington, Mr. Becker removed to Buffalo and became interested with Mr. L. L. Crocker in the manufacture of fertilizers. He took an active part in the management of the business, and when Mr. Crocker became financially involved in 1882 Mr. Becker was appointed one of the trustees to continue the business, also retaining his position as practical manager. Under the trusteeship the indebtedness of Mr. Crocker was paid off, and when the business was reorganized in February, 1887, Mr. Becker's valuable services were recognized by his election to the Presidency of the company, which position he now fills.



EMIL A. BECKER.



GEORGE N. BURWELL.

ness tact and sagacity to which they may point with pride, prominently must be placed James R. Smith.

Born in Seneca Falls, N. Y., in 1808, he removed to Buffalo when but six years old, and for 31 years has been closely identified with the lumber business; of late years adding other obligations and burdens to his load. Mr. Smith was educated in the public schools of this city, and first began business in 1827, when but 19 years of age, as a member of the firm of Mixer & Smith. This firm handled an extensive lumber trade, finally dissolving in 1877, after a copartnership of twenty years. In 1874 Mr. Smith recognized the advantages of Tonawanda as a lumber port, and in company with Theodore S. Fassett formed a company under the firm-name of Smith, Fassett & Co., which continues in business to this day, owning an extensive plant, including the whole of Tonawanda Island with 12,000 feet of water frontage.

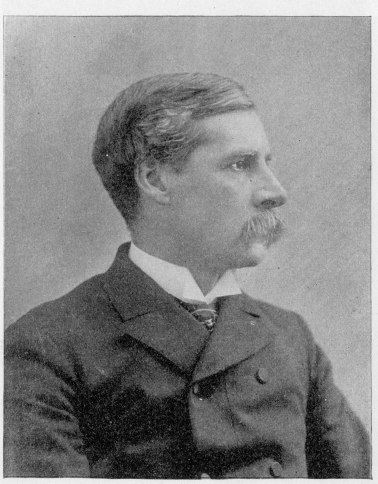
In 1882, after the failure of L. L. Crocker, proprietor of the Crocker Fertilizing and Chemical Co., with liabilities of $800,000, Mr. Smith was appointed as one of the trustees to carry on the business. It was largely owing to his careful management that the company was able within four years to satisfy its creditors, $500,000 being paid in cash, and when in 1887 the company was reorganized, Mr. Smith was elected to the vice-presidency and treasurership, which offices he now holds. Mr. Smith is also one of the partners of the firm of Weed & Co., having bought out the interest of Mr. Robert P. Wilson about two years ago. When the Bank of Commerce was organized, in 1874, Mr. Smith was elected a director, and when the Merchants' Bank was organized he was made vice-president; both offices he continues to hold. Mr. Smith's extensive interests and influential position in the business community were recognized by his election to the Presidency of the Merchants' Exchange in 1887. He is also a director of the Board of Trade, a director of the Buffalo Club, a member of the Buffalo Musical Association, a vestryman of St. Paul's, one of the board of managers of the Church Home, and he has been a Park Commissioner for twelve years, which position he still retains. Mr. Smith has always enjoyed the esteem and friendship of a large circle of business and social acquaintances, and has a wide reputation as a business man of prudence, forethought, and integrity.

He was married in 1863. His wife died in 1876, leaving him three children, one of whom, a son, died about a year ago.

JAMES R. SMITH.

JAMES R. SMITH.

Among the men of Buffalo who have laid the foundations of their fortunes in lumber and reared a superstructure by their business tact and sagacity to which they may point with pride, prominently must be placed James R. Smith.



GEN. JOHN C. GRAVES.

JOHN CARD GRAVES.

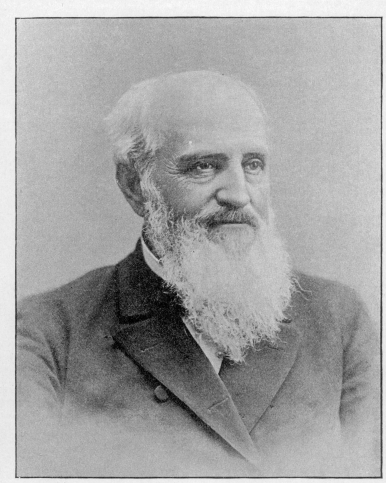
Gen. John C. Graves is descended from a pioneer family of Herkimer County, where he was born Nov. 18, 1839. His father is Judge Ezra Graves, who has served with credit in important State and judicial offices, and his grandfather was John Graves, who was a Member of Assembly and Sheriff of Herkimer County in the early days.

Mr. Graves, having been graduated from Hamilton College in 1862, was admitted to the bar in the same year, and in 1867 removed to Buffalo. In 1875 he was appointed Clerk of the Superior Court, and served in that capacity for twelve years. He was connected with the National Guard of the State for nearly 20 years, serving as Major of the 81st Regiment, Lieutenant Colonel and Colonel of the 65th, and General of the 8th Brigade.

Gen. Graves, a few years ago, retired from legal pursuits and engaged in real-estate and commercial transactions. He is President of the Frontier Elevator Company, a trustee of the Forest Lawn Cemetery, and a Park Commissioner. He is one of the most active and valued members of the Buffalo Historical Society, and a frequent contributor to its archives. At his beautiful home on Chapin Parkway, one of the finest residences in the city, he has accumulated rare treasures in books of historical value including many volumes which have for years been out of print. The General is an enthusiastic Free Mason, and few men in the State have taken more degrees or held more offices of trust and honor in the order.

Whether in public station or out of it, General Graves has always been noted for the able and scrupulous discharge of every duty incumbent upon him, and he is justly regarded as one of the soundest and most judicious among the "solid men" of the city.

Buffalo's source of water supply — the Niagara River — is limitless, and of the best quality.



DAVID R. MORSE.

DAVID R. MORSE.

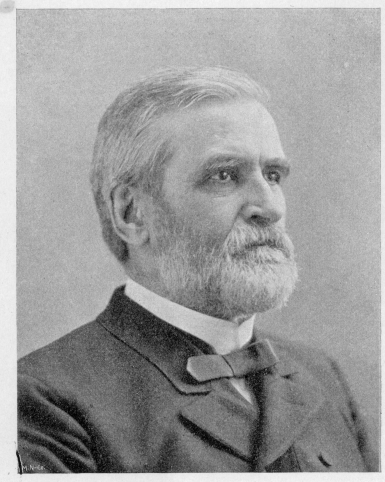
In this grasping, high-pressure age, when men who find themselves possessed of ample fortune in middle life continue to struggle alone with the burden of business cares which younger shoulders are anxious to bear, until finally they die in the harness, it is refreshing to find now and then some one who has made a fortune and lived to enjoy it for 25 years in semi-retirement. Such an instance is presented in the career of Mr. David R. Morse, the honored vice-president of the Erie County Savings Bank.

Mr. Morse was born in South Westerlo, Albany County, N. Y., October 14, 1819. His early years were passed upon a farm, but at the age of 14, having a decided distaste for the pursuits of agriculture, he secured a clerkship in a forwarding house at Coxsackie, one of the Hudson River towns, where he remained four years. He then went to the metropolis, and for five years served as a clerk in a dry-goods house.

Mr. Morse first came to Buffalo in 1843, to take a position in the dry-goods house of Morse & Mulligan in the Granite Block. In 1850 he resigned, to engage in the ship chandlery business on the dock, which for the next 13 years was his chief occupation.

Fair prosperity rewarded the patient industry of Mr. Morse in all his ventures, and when in the year 1863 he sold out his ship-chandlery a considerable fortune was at his command. During the past 25 years he has added largely to his wealth by judicious investments.

In the year 1879 he became one of the directors of the Erie County Savings Bank, and May 7, 1884, he was elected vice-president as the successor of the late John Allen. This office he still holds. During the years 1878 and '79 Mr. Morse represented the Tenth Ward in the Common Council, to the perfect satisfaction of his constituents, but since then he has steadfastly declined all political honors.



STEPHEN M. CLEMENT.

WILLIAM H. WALKER.

If one were asked to name a citizen of Buffalo whom success has not made arrogant or purse-proud, who is content with a business yielding an income adequate to his needs, who takes an honest pleasure in unostentatious works of benevolence, whose public spirit is controlled by the balance wheel of conservatism, and whose most marked trait is a warm-hearted good will toward every one who comes within the range of his acquaintance, no better example could be cited than Mr. William H. Walker, the banker and wholesale boot and shoe merchant.

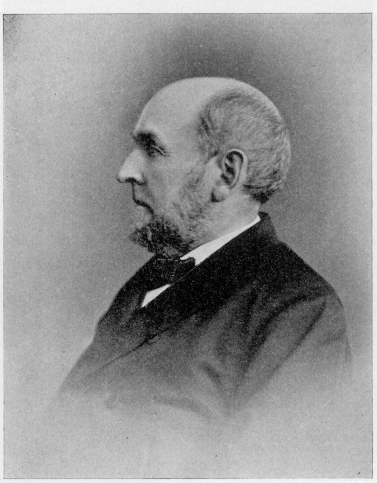
Mr. Walker was born in Utica, N. Y., August 20, 1826. Six years later the family removed to Buffalo, and the elder Walker, during the remainder of his life, was one of the leading master mechanics and builders in the city. The son obtained his education at the old Buffalo Academy and at several private schools, chief among them being those conducted by Hiram Chambers and Cyrus Fay. At the age of 17 Mr. Walker began his business life, and soon afterward entered the employ of Mr. O. P. Ramsdell, then as now a prominent merchant of this city.

In the year 1852 Mr. Walker entered the law school at Albany, where he remained one year. Close application to study, however, proved injurious to his health, and in consequence he again joined Mr. Ramsdell in the wholesale boot and shoe business, and remained with him as a partner until 1876, when the firm was dissolved.

Thereafter Mr. Walker continued in the same business alone until 1887, when he associated with himself Mr. Edward C. Walker, his son, and Mr. William A. Joyce, both of whom had long been connected with the store. The business has always been successful, and at the present time the name of William H. Walker & Co. is esteemed one of the most reputable in the boot and shoe world.

In the year 1881 Mr. Walker became a director in the Merchants' Bank, and three years later was chosen its President. This bank has always been one of the most popular and reliable of the local financial institutions, and a liberal share of the credit for its high position is due to the wise and judicious management of its executive head.

Mr. Walker has likewise been prominently identified with the Young Men's Association (now Buffalo Library), is vice-president of the Buffalo General Hospital, a warden of St. Paul's Episcopal Church, and a trustee of the Young Men's Christian Association. In each of these several capacities he has rendered and continues to render valuable services.



WILLIAM H. WALKER.

STEPHEN M. CLEMENT.

The Marine Bank of Buffalo, organized July 8, 1850, was the second bank of discount and deposit established in this city. But only in the matter of age does it concede precedence to any other. With a capital of $200,000 and a surplus of nearly $350,000, with every facility to meet the proper and legitimate necessities of the business community, and with so able a financier and so respected an executive officer as Mr. Stephen M. Clement at its head, it may well claim a place in the first rank of the banks of this State.

Stephen M. Clement was born in the town of Manlius, Onondaga County, N. Y., February 26, 1825. After obtaining a common school education he engaged in the grocery business, first as a clerk and afterwards on his own account. At the age of 30 he sold out his store and accepted the trust of cashier in H. J. Miner's bank at Fredonia. The following year he organized the Fredonia Bank and became its cashier. This bank was succeeded by the Fredonia National Bank, with Mr. Clement in the same position, until 1867, when he was elected President. This office he held without interruption until 1881. Meanwhile, in 1869 Mr. Clement had become a stockholder in the Marine Bank of Buffalo, and shortly afterward was elected its cashier. In January, 1881, he was made President, which office he has continued to hold without interruption. While from the start the business of the Marine Bank has been both creditable and highly successful, the most profitable period of its history has been the twenty years during which the hand of Mr. Clement has been potent in guiding its fortunes. Throughout this score of years the average annual profits have exceeded 23 per cent. on the capital stock.

Mr. Clement is likewise the President of the Merchants' National Bank at Dunkirk, a director in the Bank of North America of New-York, and a director in the First National Bank at Faribault, Minnesota.

In many respects the Marine Bank is a model financial institution. An air of solidity and strength pervades the quiet easy workings of its departments. The other officers are: Jewett M. Richmond, vice-president; S. M. Clement, Jr., cashier; Henry J. Wilkes, assistant cashier, and a board of directors consisting of the President and vice-president, Gibson T. Williams, Sherman S. Jewett, Bronson C. Rumsey, John W. Bush, E. H. Hutchinson, and Moses M. Richmond.

Mr. Clement's advice and opinion in financial matters are looked upon by the business community of Buffalo as being as good, sound, and reliable as can be had from any source in the city.

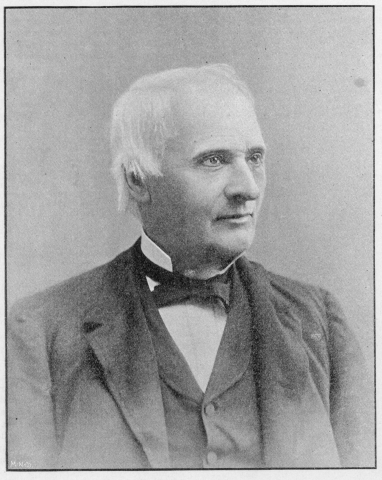
He has always seemed to have, underlying his motives and acts, a deep sense of his responsibility as the custodian of the property of others. This obligation has been so weighty with him that he has never for a moment been engaged in any speculation; and the generous competence which he has acquired is due neither to fortunate ventures nor inheritance, but solely to industry, energy, perseverance, and incorruptible honesty.

Eminent in the ranks of the medical profession of Buffalo is Dr. George N. Burwell, who for 64 years has been a resident of this city. He was born in Herkimer County, this State, in 1819. The family moved to Buffalo in 1824, and Dr. Burwell still resides in the comfortable, substantially built house, at No. 130 Pearl Street, which his father, Dr. Bryant Burwell, bought in 1829.

The elder Dr. Burwell was one of the pioneers of medicine in Buffalo. On coming here he formed a partnership with Dr. Cyrenius Chapin, that distinguished surgeon and heroic frontiersman who settled in Buffalo in 1805, and whose name heads the list of our resident physicians. Dr. Bryant Burwell was associated with him for many years, and attained a front rank as a physician. He was a "leading citizen" in the best senses of the term. His home was a center of hospitality, he could always be counted on to aid in promoting every worthy enterprise, and he was the special friend of the poor. He was prominently connected with various national, State, and local medical organizations. After his son had completed his medical studies the father and son practiced together until the lamented death of the elder, in 1862.

"Dr. George," as he was affectionately called to distinguish the son from the father, acquired his early education in the private schools of Buffalo, before the establishment of the public-school system. In 1840 he began the study of medicine, and in 1840 and '41 attended a course of lectures at Geneva, N. Y. He went to Philadelphia in the fall of 1841 and graduated in medicine in April, 1843. In 1842 he was resident physician in Wills Hospital of Diseases of the Eye; and was for a full year in the Philadelphia Hospital Blockley. He returned to Buffalo in 1844, and has since assiduously practiced his profession here, with the exception of four years, from May, 1868, to May, 1872, which he spent in Europe. Most of this time was passed at Berlin in the Pathological Institute as a pupil of Virchow and Liebreich, and in attendance upon the service of Prof. Traube in the Charity Hospital.

For thirty years or more Dr. Burwell was attending surgeon for the Buffalo Hospital of the Sisters of Charity; and is now consulting surgeon for the Buffalo General Hospital. His life has been passed in devoted, skillful, successful ministration to his fellow men; and he is esteemed with affection by his own eminent profession as well as by the community at large. No man in Buffalo has more friends than he, and none is more thoroughly deserving of devoted friendship than this beloved physician.



DANIEL C. BEARD.

DANIEL C. BEARD.

The history of the life of Mr. D. C. Beard is a part of the history of Buffalo during the period of its later growth and prosperity. One of the earlier merchants of the town, his business career has been closely identified with the development of the city. He is one of the oldest residents, and has watched the expansion of the town with the keen interest of one who desires to contribute to the welfare of the community where he has spent a successful life.

Mr. Beard was born in March, 1815. His parents were residents of Washington, and his childhood and youth were passed in that city. His education was obtained in the schools of the national capital. At the age of 18 he left school and started out in the world for himself. This was some 55 years ago. He determined to go to Buffalo and there locate. There were no railroads in those days, and traveling by the means then in vogue was too expensive for the young man. Consequently the larger part of the journey was made on foot. Arriving at the village of Buffalo, he soon found employment with a firm of ship chandlers situated on the dock. He continued in the service of this firm and its successors until 1843, when he began business on his own account. He started in the grocery trade, and so continued uninterruptedly until 1867, when he retired. He is the father of three children, two sons and a daughter, all of whom are now living. In 1887 Mr. and Mrs. Beard celebrated their golden wedding.

During the Mayoralty of Grover Cleveland Mr. Beard was appointed chairman of the Board of Sewer Commissioners, and discharged that function for four years, during which period he devoted the larger part of his time to the public service gratuitously. In politics he has been a strict Republican since the formation of that party. In 1866 he was elected alderman from the Tenth Ward, but after serving one term declined re-election.

Mr. Beard for many years has been a member of the Washington-street Baptist Church and a liberal contributor to the support of the church organization. He has been prominent in a number of business enterprises which have materially accelerated the growth of the city, and he bears the reputation of being one of the most public-spirited of our citizens. At present he is President of the National Savings Bank, and is connected with several other business organizations.

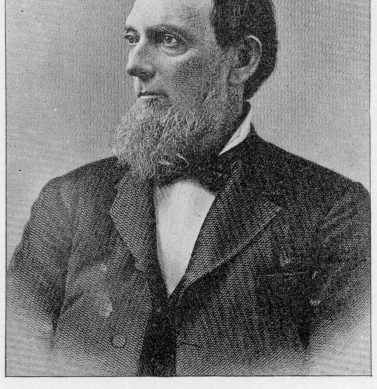
JAMES TILLINGHAST.

James Tillinghast, assistant president of the New-York Central & Hudson River Railroad and former president of the Wagner Sleeping-car Company, was born in Cooperstown, N. Y., May 8, 1822. He is the son of Gideon Tillinghast, the builder of the first cotton factory using power-looms in the State of New-York, and grandson of Elder Pardon Tillinghast, builder and founder of the first Baptist Church in America.

James Tillinghast was the elder son of a family of three children, and inherited much of his father's bent for mechanics. In his boyhood he developed a fondness for machinery and acquired some skill with tools. At 15 years of age he entered a country store. A year later he became clerk and book-keeper for the firm of Bell & Kirby at Dexter, Jefferson County, at a salary of $8 a month. Later, when a new partner was added to the firm, the care of the books of a land company was entrusted to him. His duties were still further increased the same year by the firm's becoming owners of a line of steamboats running between Dexter and Oswego. In 1840 young Tillinghast had the management of the Brownsville Cotton Manufacturing Company's store and office affairs. In 1841 he became one of the proprietors of a country store in Brownsville. Two years later he sold out and embarked in the lake trade. His first trip was as supercargo of the sailing vessel H. H. Sizer from Pilow's Point to Chicago. Returning, he brought the second cargo of grain shipped from Chicago to Buffalo, which sold so as to net about 48 cents a bushel for freight. In 1846 Mr. Tillinghast associated with his father in establishing a foundry and machine shop at Little Falls. In 1851 he determined to engage in railroading, and began life on the road as extra fireman on a gravel train on the Utica & Schenectady road. That same year he assisted in building the Rome & Watertown road, performing all sorts of services as exigencies required, and finally becoming acting master mechanic and assistant superintendent of the road. In the spring of 1856 Mr. Tillinghast accepted the appointment of Superintendent of Motive Power on the Northern Railway of Canada, where he was again brought into contact with lake traffic, and for the second time became interested in marine transportation. In company with Capt. Montgomery of Buffalo and Mr. Eber Ward of Detroit he organized a line of steam propellors to run between Goderich, Port Huron, and Chicago, connecting with the Grand Trunk Railway and the Buffalo & Lake Huron road. It was at this time that Mr. Tillinghast made his home in Buffalo, where he has since lived except when absent on his official duties.

His rise was rapid after that. In 1864 Mr. Tillinghast became temporarily Superintendent of Motive Power on the Michigan Southern Railway. In July of the same year he took the place of assistant to the General Superintendent of the Buffalo & Erie road. In February, 1865, he accepted the position offered him by President Dean Richmond as Superintendent of the Western Division of the New-York Central. In 1867 his talent and efficiency commended him to the late Commodore Vanderbilt, who had just acquired a large interest in the road; when the Commodore gained a controlling interest he made Mr. Tillinghast General Superintendent, with headquarters at Albany. Many improvements on the road were the result of Mr. Tillinghast's suggestions, not the least important being the laying of four parallel tracks. In 1878 and 1879 he also filled the positions of President and General Manager of the Canada Southern Railway. In 1881 he resigned as General Superintendent of the Central and was appointed by Wm. H. Vanderbilt as assistant to the President of the road, the position he now holds. From 1882 to 1884 Mr. Tillinghast acted as vice-president of the Wagner Sleeping-car Company, and in 1884, upon the death of the President, he filled that office. In 1883 he acted as vice-president of the Niagara River Bridge Company and superintended the building of the new cantilever bridge. Mr. Tillinghast has a wonderful capacity for work, yet his methods are so systematic and rational that however great the pressure the end is accomplished without friction.

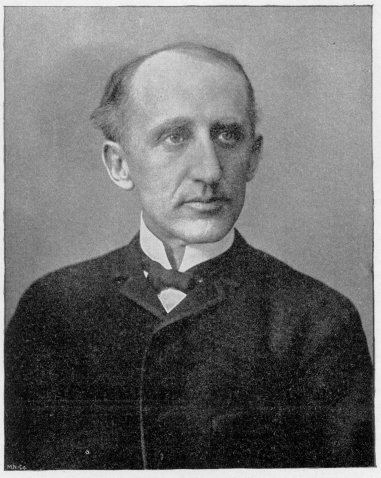
Mr. Tillinghast was married on October 22, 1843, to Mary Williams of Limerick, N. Y., by whom he had three children, James W. Tillinghast, manager of the Western Union Telegraph office in this city; Kate, wife of T. P. Burtis of the Howard Iron Works; and Annie, wife of F. D. Stow, agent for the Merchants' Dispatch Transportation Company. Mr. Tillinghast's first wife died in 1859. He was married a second time to Mrs. Susan Williams in July, 1882.



JAMES TILLINGHAST.

FRANKLIN D. LOCKE.

Franklin D. Locke was born at Gowanda, N. Y., October 8, 1843. Upon leaving college in 1864 he came to Buffalo, where he studied law with Judge Humphrey, and was admitted to the bar in 1865. In 1866 he entered the office of Bowen & Rogers as managing clerk, and in 1873 he was admitted to the firm. After the death of Dennis Bowen he continued in partnership with Mr. Rogers until 1883, when Mr. John G. Milburn was associated with them, and the firm-name was changed to Rogers, Locke & Milburn.



FRANKLIN D. LOCKE.

Mr Locke is one of those leading corporation lawyers whose clients have unshaken faith in their integrity and ripeness of judgment. He has won an enviable place at the bar, and enjoys a rarely creditable reputation in all courts where he has practised.

JOHN OTTO.

"Write me as a humble link in a noble ancestral chain. Give the space reserved for me to my forefathers," was the admonition of Mr. John Otto to his biographer. His own claims to remembrance he prefers should be recalled at a later period by others than himself.

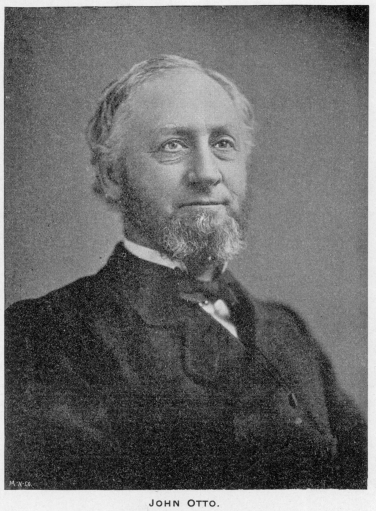
Dr. Bodo Otto, Sr., the *great* grandfather of the subject of this sketch, was a distinguished German physician who immigrated to this country in 1752, and settled in Philadelphia, ranking among the leading professional men of his day.

At the outbreak of the Revolutionary War, although then far advanced in years and on the verge of retirement, he entered the service of his country and was Surgeon in charge of the Hospital at Valley Forge during the memorable winter of 1788, declining all compensation for these valuable services.

His son, Bodo Otto, Jr., adopting his father's profession, was the grandfather of the John Otto whom Buffalonians know. After receiving his degree of Doctor of Medicine in the University of Pennsylvania, he settled in Gloucester County, New-Jersey. On the questions relating to the liberties and independence of America he was earnest, emphatic, and outspoken. He was a warm supporter of the measures of the Provincial Congress which met at Trenton, May 23, 1775, and afterwards at Burlington and New Brunswick. By that body he was appointed July 24, 1776, Surgeon of the battalion under the command of Col. Charles Reed, destined to reinforce the flying camp. He was subsequently called, by the unanimous vote of the county in which he lived, to the Senate of New-Jersey. He was also commissioned and served as a colonel of State troops, 1st battalion Gloucester County. During his absence from home a battle was fought on his farm, the house and barn burned, and Mrs. Otto and the children driven from home to seek charitable shelter elsewhere.

Among the children thus made homeless by the horrors of war was Jacob Schweighauser Otto, the father of John Otto. He was one of the early graduates of Princeton College, subsequently became a Philadelphia merchant, and in 1821 was appointed the resident agent of the Holland Land Company to look after their possessions in Western New-York. Immediately upon securing this appointment he removed to Batavia, and took up his home in a house about a mile east of the village, which is still standing. Six years later he died, leaving a widow and six children, the fifth of whom was the subject of this biography.

John Otto was born June 22, 1821. His education was gained chiefly in the Batavia schools. Subsequently he clerked in a New-York store and filled other positions of service until 1848, when he came to Buffalo, and after a short season spent in the manufacture ing business entered upon the vocation which he has now followed for nearly 40 years. Probably no man in this city has consummated so many real-estate transactions, and certainly no one of the dealers in realty of to-day has a better knowledge of valuations.



JOHN OTTO.

ADELBERT MOOT.

ADELBERT MOOT.

Among the younger members of the Buffalo Bar there is no man who has achieved a more gratifying success than Adelbert Moot. Although he has been practicing but a few years, he has already received a large clientage, and has won a reputation as a skillful advocate which many an older practitioner may well envy.

Adelbert Moot was born at Allen, Allegany County, Nov. 22, 1854. He was educated at the country district schools, the Nunda Academy, and the Geneseo Normal School. After graduating at the Normal School he entered the Law Department of Union College at Albany. He read law at different times with the Hon. D. E. Richardson, the Hon. Wilkes Angell, and Jesse Edwards, the author of legal works. He was admitted to the bar on the 23d of November, 1876, and in the following year opened an office at Nunda. He removed to Buffalo in the autumn of 1879, and soon afterwards formed a partnership with Messrs. Osgoodby and Titus under the firm-name of Osgoodby, Titus & Moot. This partnership continued until January, 1882, when Mr. Moot withdrew to become a member of the firm of Lewis, Moot & Lewis. The latter firm was dissolved when the senior member was elected to the bench of the Supreme Court, and the new firm of Lewis & Moot was formed.

During his practice in Buffalo Mr. Moot has conducted a large number of important cases. His success has been so great in the management of actions that he is regarded as one of the best trial lawyers in the city. Mr. Moot is also an able counsellor, and he is frequently employed by other attorneys to assist in suits which involve nice questions of law. He has often appeared before the Court of Appeals, and it is stated on good authority that he has argued more cases successfully before that tribunal than any other lawyer of his age in the State. His practice in the United States courts has been large and attended with many flattering legal triumphs.

Some of the cases with which Mr. Moot has been prominently connected and which were of great popular interest were: The Ashtabula Bridge suit; the Hamlin and Fox cases; the litigation between the Standard Oil monopoly and the Buffalo Lubricating Co.; the Cherry-Creek litigation, and other suits involving important legal questions and the disposal of large sums of money.

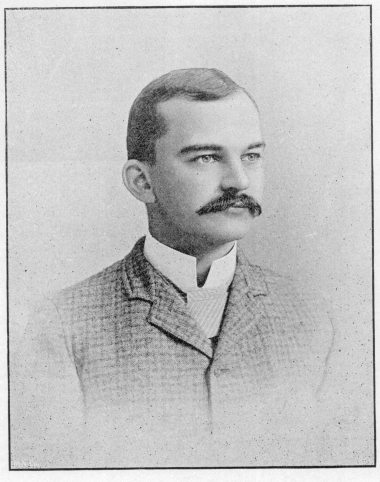
Adelbert Moot is a lawyer whose extensive legal knowledge, logical mind, and skill in the trial of actions are such as to fully warrant the position which he has won in his profession.

DR. JUDSON B. ANDREWS.

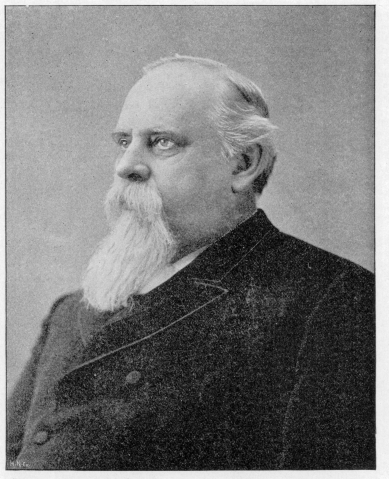
Dr. Andrews was born in Connecticut, April 23, 1804. His ancestors were among the earliest settlers of the New-Haven colony. He was graduated from Yale College in 1855 and became a school teacher and student of medicine till the Civil War broke out, when he went into the military service as a Captain in the 77th New-York Regiment, with which he served through the Chickahominy and preceding campaigns of the Army of the Potomac, resigning because of ill-health after the retreat to Harrison's Landing. In February, 1863, he was graduated from the Yale Medical School, and re-entered the Army as an Assistant-Surgeon, serving till the close of the War.

In 1867 Dr. Andrews was appointed third Assistant-Physician at the Utica Insane Asylum. He remained at that institution till 1880, being promoted successively to second and first Assistant-Physician.

In 1880 Dr. Andrews was offered and accepted the Superintendency of the Buffalo Asylum, and has since served in that capacity with distinguished success and usefulness. For some years he was an assistant-editor of the *American Journal of Insanity*. He was president of the Psychological Section of the Ninth International Medical Congress held in Washington in September last. He is a member of the New-York State Medical Society, of the Erie County Medical Society, of which he was at one time president, and of the Buffalo Medical Association, and lecturer on insanity in the Buffalo Medical College.



CHARLES W. ROBINSON.



DR. JUDSON B. ANDREWS.

As a citizen of Buffalo Dr. Andrews has made himself esteemed for his attractive social qualities as well as for his professional distinction. He is married to a daughter of the late Hon. Samuel Campbell of New-York Mills, N. Y., who was one of the most esteemed and patriotic citizens of the State.

C. W. ROBINSON.

Mr. Charles Webster Robinson, the Secretary and General Manager of the International Fair, to whose untiring zeal and marked executive ability the success of the Exposition is in no small measure due, was born at Aurora, N. Y., on the 4th of January, 1848. He comes from sturdy New England stock, with the blood of the Puritans in his veins. Upon his father's side the line extends back through several generations of prosperous merchants. His mother was a Miss Hurd, belonging to a family whose earliest American representative came to this country in the 17th century and settled in Connecticut. His mother's father was a clergyman, and was descended from a family of clergymen and professional men. In the mingling of these two strains of blood is found perhaps the explanation of Mr. Robinson's success, both as a student and as a business-man. His father died when he was only seven years old. At the age of 15 he came to Buffalo, and was employed by H. W. Sage & Co., lumber merchants, and at the age of 17 he entered upon a four years' classical course at Geneseo, N. Y. He graduated in three years as president of his class. Though still in his minority, he was made president of a flourishing academy and held the chair of lecturer on geology. He resigned this post at the end of two years to resume again the life of a student, the death of an uncle who was treasurer of Hobart College, and his selection as executor under this uncle's will, determined his choice, and he entered Hobart. After taking the degrees of A. B. and A. M., and while settling up his uncle's estate, he entered the Political Science Department of Johns Hopkins University and commenced his work for the degree of Ph.D. Three years ago he was compelled to go to Hornellsville to arrange and settle up certain business matters with his brother, the present District-Attorney of Steuben County. He took hold of the little agricultural fair at that place with so much energy and ability that he soon lifted it into importance and became a conspicuous man in the community. Turned thus temporarily from his life as a student, he purchased a stock farm and the sightly residence at Hornellsville known as "Oak Hill Cottage." Here he enjoys the ownership of several very handsome horses and of a pack of choice-bred fox-hounds, the care of which occupies his few leisure moments. The circumstances of Mr. Robinson's connection with the International Fair, are told elsewhere.

ALONZO TANNER.

ALONZO TANNER.

Mr. Tanner was born in Stephentown, Rensselaer County, New-York, August 8, 1822. His parents, Amos S. Tanner and Sally Boughton Tanner, with their family of seven children, removed to the town of Wales, Erie County, in 1831, and settled upon a farm, where Alonzo's boyhood was spent, working upon the farm in summer and attending the district school in winter. Two more children were born after the removal to Wales and seven are living now.

At the age of 17 the subject of this sketch was "given his time" and attended the Springville Academy about three years, teaching district school in the winter for his support. He studied law with the late Hon. C. C. Severance at Springville, and was admitted as an attorney and counsellor of the Supreme Court in September, 1847, at Buffalo.

Mr. Tanner lived at Springville from about 1840 to 1848, when he removed to Buffalo, where he has ever since resided, practicing his profession. He has given special attention for many years to the searching, examination, and passing of titles, ranking high as a real-estate lawyer. During his long residence in this city Mr. Tanner has been fairly enterprising, sustaining an excellent reputation as a good citizen, and through his strict business habits and qualifications he has been fairly successful in accumulating wealth, and has been honored frequently by positions of trust. He has held the offices of alderman, president of the Common Council, city comptroller, police justice, and United States assessor for the 30th district of New-York.

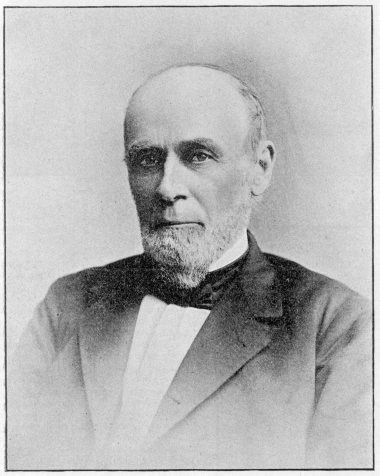
Mr. Tanner has been twice married, his first wife Orrelle A. Brown, to whom he was united on September 1, 1844, died in 1852, leaving him two daughters, now Mrs. Ella P. Hines and Imogene O. Brown, both of New-York City. In 1853 Mr. Tanner married Sarah F. Fisher, by whom he has had five children, Mary F., Wells B., Merle A., Morris F., and Edward E. Tanner. The daughter and Wells B. are now dead. Merle A. and Morris F. Tanner are associated with their father in the real-estate business.

GIBSON T. WILLIAMS.

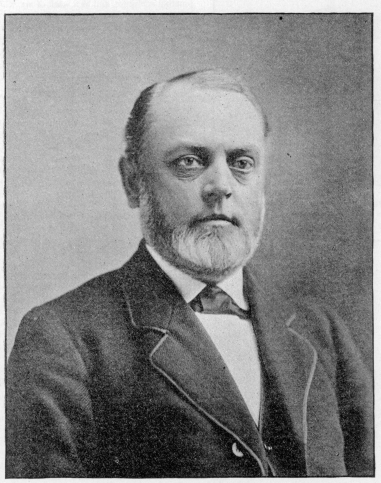
One of the notable contributions of New England to the population and prosperity of Buffalo is Mr. Gibson T. Williams, the level-headed and conservative President of that Gibraltar of finance, the Erie County Savings Bank.

Mr. Williams was born in Charlestown, New Hampshire, January 15, 1813, his father being the son of one of the veterans of Bunker Hill. When the subject of this sketch was eleven years of age the family took up their residence in Franklin County, Vermont, where for the next five years the boy worked on a farm. He then entered St. Albans Academy, but a year later cut short his studies to accept a clerkship in a country store, where he acquired the rudiments of a business knowledge.

At the age of 20, having reached the limit of business possibilities at St. Albans, Mr. Williams determined to go West. Accordingly he took passage via stage and canal



GIBSON T. WILLIAMS.



JOSEPH P. DUDLEY.

for this city, and seven days later reached his destination. Here he obtained first a situation in a hardware store, and later on a clerkship in Kimberly & Waters's ship chandlery and grocery store on the dock, where he remained three years in a clerical capacity. In the meantime he had saved up a large portion of his earnings, and in February, 1837, the principals retiring, he bought an interest in the business, the firm becoming H. C. Atwater & Co. This business was continued with various changes in the firm until 1850, when Mr. Williams sold out his interest. In 1851 he and Henry Loop built the lead-works at the corner of Delaware Avenue and Virginia Street. The following year Mr. Cornell of Brooklyn was admitted to the firm, which became a corporation under the title of the Niagara White Lead Company. Mr. Loop withdrew from the firm the same year, and the business was continued by Williams & Cornell until 1861, when Mr. Cornell bought out his partner's interest.

At this time Mr. Williams was the President of the Clinton Bank. At the outbreak of the War, however, the stockholders deeming the financial situation somewhat dubious, it was resolved to wind up the business, which was done, every stockholder and depositor receiving payment in full. In 1862 the Western Insurance Company was incorporated, with Dean Richmond as President and Mr. Williams as vice-president. Upon the death of Mr. Richmond Mr. Williams became the executive head. The business of the company was immense, but the Chicago fire swept it out of existence.

In 1854 the Erie County Savings Bank was started, and Mr. Williams was one of the corporators and the first vice-president. Later on he was chosen President, and has remained the executive head ever since. It is a source of honest pride to him that this financial institution, in which he has been a controlling spirit from the first, has now 33,000 depositors, assets exceeding $14,000,000, and a larger surplus than any other bank in the State outside of New-York City.

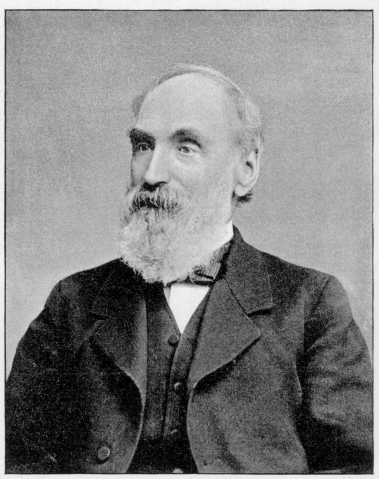
Mr. Williams is likewise a director in several other banks, a stockholder in many enterprises, and the owner of a number of fine buildings. He has been honored times without number with positions of trust and responsibility, and in all his relations with the public has been a source of benefit to the city.

WILLIAM HENGERER.

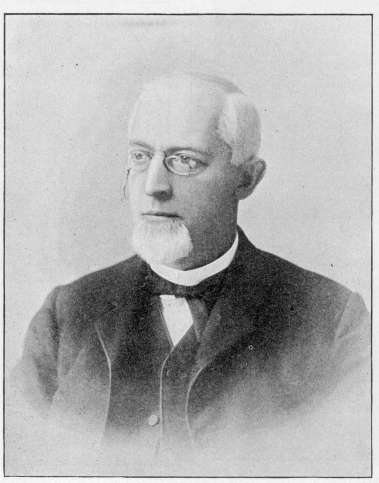
Among the first one hundred men enlisted in Buffalo during the dark days of '61, was a broad-shouldered, level-headed young clerk from Sherman & Barnes's store. His name was William Hengerer, the son of a Lutheran clergyman of Wurtemburg, Germany, who emigrated to America in 1849 on account of the severe conscription laws, and settled in Pittsburg.

From '61 to '63 this young man served his adopted country in the 21st New-York Volunteers, till they were mustered out in May of the latter year. A month later Mr. Hengerer was found in his old position as clerk at Sherman & Barnes's. From that modest position in a modest store he has risen, gradually, step by step, to the place he occupies to-day as head of the firm of Barnes, Hengerer & Co., having grown far beyond the most sanguine promise of those earlier days; and this simply by his indomitable energy, a dogged perseverance,

WILLIAM HENGERER.



THOMAS THORNTON.



EDWARD S. DANN.

sterling integrity, and an unswerving desire to render unto every one equal and exact justice. Deacon Dudley was a tanner, a shoe manufacturer, and the proprietor of a general country store, and it was in the nature of things that his son should follow, at least for a while, in the footsteps of his father. He learned the art of tanning in more ways than one, presumably, and in time his early business education had reached that state of perfection which enabled him to go out into the world and "hustle" for himself. Incidentally to the sale of supplies for man and beast, Mr. Dudley had attended the common schools as a youngster, and graduated later from the Pembroke Academy near his native village. While a young man he became a member of the staff of General Sanborn, with the rank of Major, a title by which he is known far and near.

In 1838 Major Dudley turned his face toward the Occident, but Buffalo was good enough for him, and here he has remained ever since. His first business venture here was in an iron foundry, and for three years he gave it his undivided attention, and then sold it out for the purpose of embarking in the oil business, which in 1861 was just becoming one of the greatest attractions of the time. As a result, the Empire Oil Works began doing business, and Dudley & Co. were the proprietors. They were extensive producers, with refineries in Buffalo, and later a branch at Miller Farm, Pa. Under Major Dudley's energetic and skillful management the Empire Oil Works made a great deal of money, which continued until 1877, when the Empire Works and the Star Oil Company were consolidated, the whole business being conducted under the name of the Star Oil Company, one of the most successful branches of the Standard Oil Company. Ever since the consolidation Major Dudley has been at the head of the Star Company, and in such capacity has had the exclusive management of a vast business, extending through New-York State, New-England, and the Canadas. This great company does millions of dollars worth of business, and the direction of it requires great energy, combined with sagacity and rare good judgment. These remarkable gifts Major Dudley is fortified with in a pre-eminent degree, and supplemented by his joyous manner they have made him one of the most popular men in the city.

For nearly thirty years he has been closely identified with the Lafayette Street Presbyterian Church, of which he is trustee and treasurer. But his particular joy lies in the desire to have the Lafayette-street Church furnish the best and most elaborate music in the city. To that end he has toiled early and late, and success has crowned his efforts. He is also treasurer of the Buffalo Musical Association, and to him, as much as to any one man, is due the credit of having brought Buffalo into prominence as one of the leading musical cities of the country. He is a life member of the Buffalo Library; a director in the Natural Gas Company; a director of the American Exchange Bank, and a man generally who is ever identified with the growth and prosperity of Buffalo and her citizens.

MAJOR JOSEPH P. DUDLEY.

One of the most genial, popular, and well-known gentlemen in the city of Buffalo, is Major Joseph P. Dudley of the Star Oil Company. He has lived in Buffalo so many years that he ranks among the old settlers; and not to know him is really a misfortune to any one. He was born among the granite hills of New-Hampshire, at Candia, Rockingham County, about fifty years ago, and ever since that interesting epoch he has been busy. His father was Deacon Samuel Dudley, a sturdy pioneer who was noted for his sound business principles, his thrifty habits, and an indisputable integrity unallied to any accident of birth or windfall of fortune.

Mr. Hengerer is one of the best examples of the unassisted possibilities of success. He is in all respects a self-made man. He commenced his business-life when in his teens in a Pittsburg dry-goods store in a humble capacity. He came to Buffalo in March, 1861, a poor youth. It took but four years—two of which were spent in the army—for his employers to find out the qualities which have since made him conspicuous in the business world. In 1865, Mr. Hengerer took charge of the newly-formed jobbing business of Sherman & Barnes, and in 1874 was admitted into partnership in its succeeding firm of Barnes, Bancroft & Co. On the retirement of Mr. Barnes as an active partner in 1887, Mr. Hengerer became head and senior member of the firm which only 20 years before he had worked for as a clerk.

The secret of his successful career lies in an invincible will. "The will," says Emerson, "that's the man." It is a will that has been timely instead of tardy, strong enough to assume responsibility and break through common impossibilities.

His self-made change of condition has not divested Mr. Hengerer of that kindly generosity which springs from an ingrained manliness. Success has only broadened and deepened a naturally manly disposition. He is frank, genial, open as the day; strong, firm, inflexible as flint—changing only along the line of progression. In every walk of life he is honored with the high regard of his friends and townsmen.

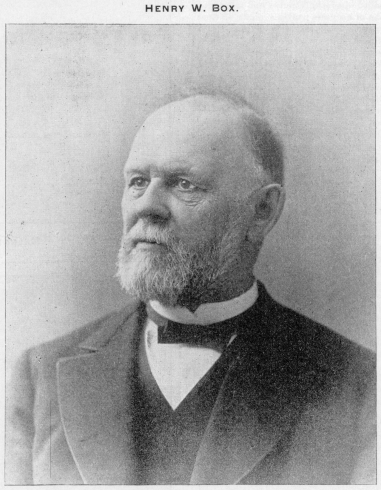
Mr. Hengerer is an ardent Democrat, but has never aspired to any political office. He is a member of the Board of Park Commissioners and a Trustee of the State Normal School.

THOMAS THORNTON.

Mr. Thornton, the head of the veteran firm of Thornton & Chester, millers, was born in London, Eng., in 1812, and in 1839 came from New-York to Buffalo, where he has ever since resided.

He was for several years engaged in the grain and produce business, in connection with the extensive commission-house of Dows & Cary, New-York, but in 1845 formed the copartnership of Thornton & Chester, and bought the Globe flouring mills at Black Rock. For several years following the firm operated not only the Globe mills, but also the Frontier, the North Buffalo, and the National mills in this city and the Spalding mills at Lockport. The firm built the National mill in 1868, and in 1882 enlarged it to its present capacity of 1,000 barrels of flour a day. The great success attained by the firm is due largely to the business sagacity and

HENRY W. BOX.



AUGUSTUS F. TRIPP.

able and honorable conduct of its affairs by Mr. Thornton.

He is a gentleman of quiet and dignified demeanor, whose modesty makes him always prefer to listen rather than be listened to. He has always been public-spirited, and ready to identify himself with measures which seemed to him to be for the city's good. He has been prominently connected with many public associations of various kinds. He is at present the honored president of one of our great financial institutions, the Bank of Commerce.

Mr. Thornton, though well on in years, is hale and hearty, and bids fair to enjoy for many years to come the universal respect and esteem in which he is held in this community.

AUGUSTUS F. TRIPP.

The most useful members of the community are not always those who make the most noise, and the man who freely gives his unostentatious check to promote some worthy object is as deserving of public esteem as the orator who presents the claims of that object from the platform. Among the quiet workers of this city few enjoy greater honor in the circles where they are best known than Mr. Augustus F. Tripp, the senior member of the long-established firm of Sidney Shepard & Co.

Mr. Tripp was born in New Haven, Vermont, September 30, 1822. His father was a farmer, and the son remained in the old homestead where he was born until he reached the age of 21, receiving such educational advantages as the common schools of the rural districts offered in those days.

On the 30th day of April, 1844, he left New Haven and went forth from amid the rugged hills of his native State to seek his fortune in the then opening and more promising Western country. Embarking on a canal packet-boat at Vergennes, Vermont, with about 70 other passengers bound for the West, he journeyed via Lake Champlain and the Northern and Erie canals through to Buffalo, arriving here on the morning of May 10, 1844. The same day, after taking a hasty view of the city, which at that day appeared to him a large and busy place, he continued his westward journey via lake steamer, and the following morning landed at Fairport, Ohio, a town at the mouth of the Grand River. A day or two later he obtained employment at Painesville, Ohio, the job being to clean up the machinery of an old oil-mill. This work completed, he went to Cleveland and secured a position in the office of the Cuyahoga Steam Furnace Company at Ohio City. This place he held until the autumn of 1847, when he was induced to come to Buffalo to enter the employ of John D. Shepard & Co., who that year erected a large foundry and engine-works on Ohio Street. With this firm he remained until it passed out of existence. From 1849 until 1852 he was engaged in business with his brother-in-law in Buffalo under the firm-name of A. F. Tripp & Co., and in Painesville, Ohio, under the firm-name of Steele Brothers & Tripp. In 1852 this partnership was dissolved, and Mr. Tripp secured a situation as clerk and bookkeeper for Sidney Shepard & Co. Five years later he became a partner in this old-established house.

Since 1863 Mr. Tripp has had charge of the manufacturing department of the business, which during that period has grown from small beginnings to a plant which gives employment to nearly 500 operatives, and requires the large sales warehouse in Buffalo and another in Chicago to handle its product. Mr. Tripp disclaims any special credit for this growth, and says that it is the natural outcome of the co-operative work of the several partners in the firm, with that of the employees in the several departments.

Mr. Tripp is the President of the Buffalo Musical Association, and in that capacity has rendered valuable services to the music-loving people of this city. He is likewise identified with nearly all the other organizations whose purpose it is to promote municipal prosperity and general culture.

EDWARD S. DANN.

Mr. Edward S. Dann, the secretary and treasurer of the National Savings Bank, has been long and favorably known to the people of this city in more than one capacity. He was born in Little Falls, N. Y., in 1834, and in 1854 came to Buffalo with his father, the late J. C. Dann, with whom he was associated in the banking business for many years. Later on Mr. E. S. Dann was identified successively with banks in Cincinnati, St. Louis, and Sandusky. After selling out his stock in the institution in the last named city, he became connected with the general office of the Lake Shore & Michigan Southern Railroad, with headquarters at Toledo, where he remained one year.

In 1861 Mr. Dann returned to Buffalo, where he married Miss Jennie Webster, a daughter of the late George C. Webster, and became a partner in the oil-refining business of George C. Webster & Co. Upon the organization of the National Savings Bank he was elected secretary and treasurer, which position he has continued to hold to the present day.

For many years Mr. Dann has been prominent in the offices of the Episcopal church. He is a warden of the church of the Ascension, treasurer of the Church Home, and a member of the Standing Committee of the Diocese of Western New-York.

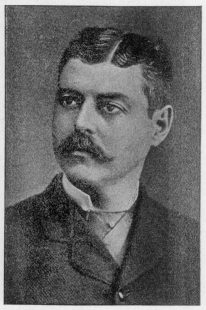
E. HOWARD HUTCHINSON.

One of the noteworthy features of Buffalo is the prominence of its young men in business and municipal affairs. Among those who have been active factors in the life and development of the city by the wise investment of accumulated wealth while yet on the sunny side of two-score years, one of the foremost is Ald. E. H. Hutchinson.

Mr. Hutchinson was born March 7, 1852, in a house which is still standing at the corner of Ellicott and South Division streets. His education was gained in the public schools and the High School.

At the age of 18 he made his first business essay as a member of the firm of L. W. Drake & Co., pork-packers at East Buffalo, with whom he continued five years. Upon the dissolution of this firm in 1875 Mr. Hutchinson established the advertising agency which, together with the printing business that was an outgrowth thereof, has received the major portion of his attention up to the present time.

In politics Mr. Hutchinson is a Democrat, and it is a fact worthy of note that he is the first Democratic Alderman ever sent to represent the Tenth Ward in the Common Council. His election last fall by a majority of 177, and a run of nearly 1,000 votes ahead of his ticket, attests the esteem in which he is held in the ward.



E. HOWARD HUTCHINSON.

Mr. Hutchinson is a large taxpayer, owning real estate in many sections of the city. Last year he erected on Main Street, above Virginia, the large and imposing "Hutchinson Block" of flats and stores. He is now building on West Eagle Street, opposite the City and County Hall, a five-story office structure, the first floor and basement of which will be occupied by his printing office next year.

Mr. Hutchinson is connected with a number of societies and public institutions. He is a Mason, and member of Ancient Landmarks Lodge, Asylum Chapter, Keystone Council, and Hugh de Payens Commandery; also of Orient Lodge, A. O. U. W. He is also a life member of the Buffalo Library, the Buffalo Historical Society, the Buffalo Orphan Asylum, and the Mechanics' Institute, and besides is an annual contributor to a number of worthy benevolent institutions. He is a stockholder in the Manufacturers' and Traders' Bank, the Bank of Buffalo, and the Marine Bank, and is a director of the last-named.

Numerous and varied as are these interests, he is able by a systematic method of attending to business to give due attention to each.

HENRY W. BOX.

Among the citizens of Buffalo who are distinguished for their public spirit one of the most conspicuous is Mr. Henry W. Box. Prominent as a lawyer, gifted with rare persuasive powers, a master of diplomacy, a princely entertainer, and the possessor of an ample fortune, he stands forth clearly as a type of those self-made men who have made their way from obscurity to distinction by their own efforts.

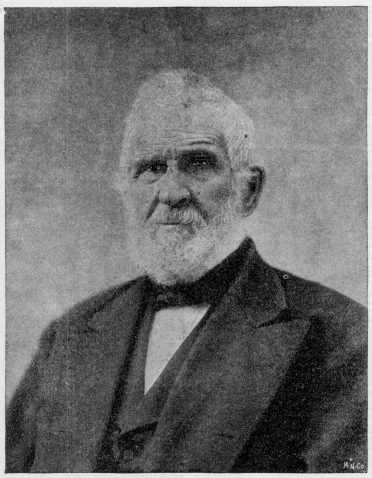
Mr. Box was born in Cornwall, England, April 23, 1836. Eight years later his father died, leaving a widow and seven small children well nigh helpless. When the subject of this sketch was 15 years of age he crossed the ocean to this country, hoping to find on American soil opportunities to rise above the misfortunes of birth which were denied him under the British flag. Having only a slender purse and wholly unaccustomed to the ways of the city, the homeless boy pushed forward into Pennsylvania in search of work. At Honesdale a place as a farm-hand at $6 per month was offered him and gladly accepted. Three years later he began to attend a district school at Bethany, Penn., his first educational opportunity, and although as a rule a mind undisciplined to study for eighteen years does not adapt itself readily to new conditions, the thirst for knowledge which took possession of Mr. Box was rewarded by his rapid advancement. Encouraged by the success achieved, the ambitious boy pushed forward into the Seminary at Bethany, where he mastered the higher branches with surprising facility. Within twenty months from the day he entered the district school he passed successfully an examination for a teacher's certificate. Meanwhile his means of subsistence were derived from janitor work and all sorts of odd jobs. He next entered Wyoming Seminary, at Kingston, Penn., where he remained until graduation.

Mr. Box began his legal studies under Judge Collins at Wilkes-Barre, Penn., and was admitted to practice in that State in 1859. During all these years of preparation he had eked out a bare existence by teaching school, and by manual labor.

The Buffalo career of Mr. Box dates back to 1861, when he entered the city with $8 in his pocket and the determination to become a member of the New-York State bar in his head. A place in the office of the Hon. Sherman S. Rogers having been secured, he continued his preparatory studies. So limited were the means of the plucky lad, that during the last year of his professional preparation he slept upon a mattress on the office floor. Finally, February 2, 1862, he was admitted to practice in this State, and thenceforward the story of his life is a narrative of successes, each more brilliant than the preceding. Disciplined by difficulties, and not appalled by the magnitude of any undertaking, the young attorney brought to his professional practice an indomitable will and a tenacity of purpose which admitted no impossibility and feared no defeat. For two years he practiced alone, with ever increasing success, and then entered into partnership with Mr. William H. Gurney. Since that time he has been successively a member of the firms of Box & Perkins, Box & Norton, Box, Hatch & Norton, and Box, Norton & Bushnell. As a corporation attorney the success of Mr. Box has been remarkable, and so valuable are his services esteemed that he is permanently retained by the Buffalo and East Side street-railroad companies, the Western Union Telegraph Company, the Bell Telephone Company, and the Union Fire Insurance Company.

Of late, however, Mr. Box has sought relief from the drudgery of a general law practice, remunerative as it is, and has devoted the major portion of his time to the extensive real-estate possessions which have come into his hands during the past five years. Much of his suburban property has been sub-divided and sold off in city lots on easy terms, to the great advantage of the buyers, while recently he has built 150 moderate-priced houses for workingmen's dwellings.

Mr. Box was married in 1865 to Miss Mary Mason Peabody, a New England lady, and one daughter has been born to them. The family at present are occupying apartments at The Niagara.



THE HON. LEWIS F. ALLEN.

LEWIS F. ALLEN.

There is no man in Buffalo about whom more might be told, that is worth the telling, than about the Hon. Lewis Falley Allen; and there is no man anywhere who cares less for being paraded in public than he. In his bluff way he always pooh-poohs the idea that people are interested in him. Notoriety is distasteful to him. Like Whittier, he is a "lover of peace and quiet." He loves, too, this Buffalo, where he has lived for over 60 years, where he has done so much in many ways, and where, as the friends and associates of his youth have passed away, a later generation is proud to claim acquaintance and friendship with him. He is one of the few surviving representative business-men of Buffalo's early days; and though now older than most men, he has kept up with the times more than other citizen of his generation. In his 89th year he still looks after his various business interests, and has put the indifferent youngsters to shame by organizing a veterans' campaign club for Harrison and Morton!

Mr. Allen is just as old as the century. He was born in Westfield, Mass., of a parentage partially French Huguenot, on the 1st of January, 1800. In December, 1812, he left the academy at Westfield, went to the city of New-York, and began business life as an apprentice in a wholesale dry-goods house. The next year he went to help his father, who was manufacturing woolen goods in Connecticut; and early in 1818 started west. Three years and a half were spent in the employ of an uncle near Sandusky, O.; then he returned east, and the year 1826 found him, with his father and brothers, engaged in mercantile operations in New-York.

In 1825 he married Margaret Cleveland, daughter of William Cleveland of Norwich, Conn. She was of the same family as Gen. Moses Cleveland, for whom the city of Cleveland, O., is named, and became the aunt of Grover Cleveland, now President of the United States. Of the six children born to Mr. and Mrs. Allen, two are now living, William C. and Margaret Gertrude. Mrs. Allen died at the family home in this city in 1880. She was a noble, benevolent, much-beloved woman.

In April, 1827, Mr. Allen came to Bffalo and found employment as secretary and financial manager of the Western Insurance Company. This pioneer company dying three years later, he enlisted the co-operation of a few leading citizens and organized the Buffalo Fire and Marine Insurance Company, with a capital of $100,000, and was its secretary until 1833. In 1831 he had been appointed financial agent of the New-York Life Insurance and Trust Company, and in that capacity made loans of about $200,000 on improved farms in Erie, Cattaraugus, and Chautauqua Counties. These were the first loans ever obtained on Buffalo property outside of the city.

The present sketch can only briefly summarize Mr. Allen's business operations. In 1833, associated with a few men of Boston, he bought 16,000 acres on Grand Island (the entire island except about 1,700 acres) for about $6 an acre. Some years later he reserved for himself 800 acres at the head of the island, now worth probably $200 or more per acre. Although some sales have lately been made, he still reserves a large and beautiful farm named Allenton, which he visits two or three times a week during the summer. He has well been called "the Patroon of Grand Island," for he not only owned it, but has developed it, and been a part of its history from the romantic days of Clarke, "the outlaw king," who was a squatter sovereign of that fair demesne, to the present, when Grand Island is a rich farm tract, and becoming yearly a great summer resort for Buffalo. The happy names of Sheenwater, Falconwood, River Lea, and other familiar designations of Island resorts, are of Mr. Allen's devising.

From first to last Mr. Allen has dealt extensively in Buffalo real-estate. Many tracts, now thickly built, were bought by him in the early years. In 1836 he bought the substantial stone house which had been built at a cost of $16,000, in 1816-17, by General Peter B. Porter. This well-preserved house, the oldest and most famous in Buffalo, stands in ample grounds on Niagara Street below Ferry, and has been Mr. Allen's home for over 50 years. Famous men have been entertained there. Gen. Lafayette, John Quincy Adams, and many other prominent men were received there as guests of Gen. Porter. Henry Clay, Daniel Webster, Gen. Scott, and many other politicians and statesmen have there enjoyed the hospitality dispensed by Mr. Allen. Grover Cleveland was at one time a member of the household.

As stock-breeder and tree-grower Mr. Allen has been distinguished for many years. As early as 1834 he began breeding and improving stock. In 1848 he was elected president of the New-York State Agricultural Society, and was for years active in its proceedings. In 1846 he established the American Short-Horn Herd Book and continued it through 24 volumes, to 1883, recording the pedigrees of about 125,000 animals in its pages. He has also compiled and edited a number of valuable books on the improvement of cattle, farm management, and like topics.

As an arboriculturist Mr. Allen has done work for which Buffalo will ever bless him. It is largely due to his efforts, and to the interest which his zeal aroused in others, that Buffalo is so well provided with shade and ornamental trees. Allen Street was named for him.

In politics, Mr. Allen was originally a Whig, and he has been a pronounced Republican from the foundation of the party. He was chairman of the first Republican Convention in Erie County. He was elected to the State Legislature in 1838, and took an active interest in the enlargement of the Erie Canal.

He was one of the originators of the Buffalo Historical Society; a founder of the Buffalo City Cemetery Association; and has ever been an active promoter of various public and private interests. He remains wonderfully active and strong for a man of his years; takes a public-spirited interest in local and state affairs; keeps well-read on the news of the day, and is a frequent writer for the Buffalo newspapers, which are always glad to be favored with his reminiscences and picturesque descriptions of events long past.

There is no pleasanter place in Buffalo than the wide verandas of his spacious old home, where he loves to sit, with friends, at sunset-time, and overlook the fair prospect of river and lake and distant shore. May he long enjoy the peaceful years of a green old age.

F. S. PEASE.

No man can win honorable distinction for himself and a world-wide fame for his products without reflecting some honor upon the city where he makes his home. Probably no man in Buffalo has done more to carry the name of the Queen City of the Lakes around the world than Mr. F. S. Pease, the expert dealer in lubricating oils.

Mr. Pease was born in Rochester, December 22, 1822, and first came to Buffalo when 15 years of age. His stay, however, was brief, and was followed by a decade spent in the study of the chemical properties of oils in eastern cities, where he thoroughly mastered all that was then known concerning the business.

In the year 1848 he returned to Buffalo and established the nucleus of his present oil warehouse on lower Main Street. Of all the concerns in business on that section of the street 40 years ago, this is the only one in which there has been no change in proprietorship. The business has grown apace, addition after addition has been made to the original store, until now the salesrooms and accessories extend from street to street, and occupy all the floors above.

It may be fairly said that the lubricating oils manufactured by Mr. Pease have won golden honors the world around. Grand prize medals were captured at the London Exposition in 1862, at Paris in 1867, at Vienna in 1873, at Santiago in 1875, at the Centennial in 1876, at Paris in 1878, at Sydney, Australia, in 1879, at Melbourne, Australia, in 1880, and six medals at the National Exposition of Railroad Appliances in Chicago in 1883. These, together with minor trophies, fill a large frame.

All the machinery of the great Centennial Exposition at Philadelphia in 1876, including nearly three miles of shafting and 20,000 bearings and journals of every kind, were run during the six months of the Exposition with Pease's Improved Oils without a single failure or warm bearing. This is probably the most severe and extended practical test of lubricating oils ever made.

Mr. Pease was regarded at the Centennial as the great authority upon all matters pertaining to the production and manufacture of oils in this country; consequently his knowledge and information was in active demand from the leading colleges and foreign commissions represented there. In compliance with requests from these sources, he prepared special reports and samples for England, France, Germany, Russia, Austria, Belgium, Italy, Japan, and other foreign countries, which gave him a high reputation in the scientific circles of Europe.

But Mr. Pease's genius is not altogether preserved in oil. He is likewise an inventor, an artist, and a musician. Among his inventions are a raking platform for harvesting machines, cast-iron movable teeth for mowers and reapers, a compound repeating and printing telegraph instrument, and an appliance for the testing of oil by electricity. There is likewise reason to believe that he was one of the first to make a daguerreotype. For many years he was the principal tenor in the local Episcopal churches; he has composed music, invented an æolian attachment for the guitar, and some years ago built a pipe-organ complete without aid. He modeled in clay two of his children's busts which have since been cut in marble, and is an expert in the use of all kinds of art materials, as well as a keen art critic. It is probably no exaggeration, in summing up Mr. Pease's life and achievements, to say that he is the most versatile man in Buffalo.

It is every Buffalo-man's duty to help make the International Fair a success.

NELSON HOLLAND.

In the city of his home the name of Nelson Holland stands as a synonym for the highest personal integrity, unquestioned financial solidity, benevolence which disdains ostentation, and an honorable business career, crowned with a success more brilliant than falls to the lot of most men.

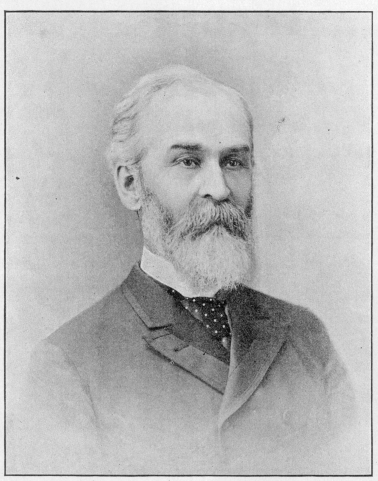
Mr. Holland claims a New-England birth and ancestry, the founder of the family having come over from England in 1630. He was born in Belchertown, Massachusetts, in 1829, but the term of his residence in the Old Bay State was of short duration. When he was seven years of age the family removed to Niagara Falls and thence, one year later, to Springville, in this county. The subject of this sketch worked on a farm and attended first the district school for three or four months each winter, and afterward the historic Springville Academy until he had attained his majority. The winter of 1850–1 he spent with his uncle, Selim Sears, in this city, and the following spring entered the employ of Oliver Bagbee, a prominent lumber-dealer of that day. This position he retained for three and a half years, spending most of his time in Detroit as the agent of his employer. In this capacity he became thoroughly conversant with the details of the manufacture, purchase, sale, and transportation of lumber—an expert knowledge of great value to him in subsequent relations.

In 1855 Mr. Holland entered into partnership with William Oakes to carry on the lumber business at St. Clair, Michigan. The firm was dissolved in 1862, by a division of interests. The following year Mr. Holland came to Buffalo, and while still conducting the St. Clair enterprise, established a yard here. Three years later he became identified with the planing-mill industry as a member of the firm of Eaton, Brown & Company. In 1868 this firm became Clark, Holland & Company, and in 1880 was again reorganized, becoming, as at present, Lee, Holland & Company. This firm gives employment to 250 men and does a very extensive business in the manufacture of sash, doors, blinds, etc. The subject of this sketch is likewise a partner in the lumber firms of Holland & Stewart and Holland, Graves & Montgomery, both of which rank among the leading concerns in their line of business in the city. He is likewise identified with Holland & Vilas.

About 20 years ago Mr. Holland became a part owner of a large tract of timber land, extensive mills and salt works at East Saginaw, Michigan, and still retains his interest there. In the spring of 1886 he increased his Michigan possessions by the purchase of a part interest in another great tract of timber land, with large mills thereon, in the northern part of the State. He also owns timber lands in Texas and other States. His Buffalo real-estate possessions are likewise large.

For a quarter of a century Mr. Holland has been largely interested in lake commerce, and at present is part owner of a number of fine vessels. With business possessions so numerous, diversified, and widely scattered, his opportunities for leisure and the enjoyment of the ease of his luxurious home have been somewhat limited, while frequent and prolonged absences have deprived him of the privilege of taking a prominent part in local enterprises outside the domain of his business. This is doubtless the reason why, although the name of Nelson Holland is honored and respected throughout the city, his face is unfamiliar to the general public. Accordingly the portrait accompanying this biography will have more than a passing interest for many. But while his personal affairs engross most of his time, Mr. Holland has always extended a liberal financial support to all institutions which, in his judgment, are efficacious in promoting the commercial, social, educational, and religious interests of the city. He is a member of the Merchants' Exchange, the Buffalo Business Men's Association, the Academy of Fine Arts, the Historical Society, and the Society of Natural Sciences; a trustee of the Buffalo Female Academy and the North Presbyterian church, and a director of the Manufacturers' and Traders' Bank.

The residence of Mr. Holland, on the corner of Delaware Avenue and Bryant Street, is one of the homes of the city which is deemed noteworthy because of the elegance of its appointments, and here, in the pleasant relations of a delightful family circle, he passes his brief intervals of leisure.



NELSON HOLLAND.

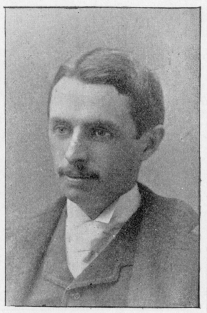
WILLIAM ANDERSON.

In the little town of Dunkeld in the Scottish Highlands, 50 odd years ago, a lad was born who to-day is one of the most sagacious and successful, and, withal, one of the most modest and retiring of Buffalo's business-men—William Anderson, junior partner of the great dry-goods firm of Adam, Meldrum & Anderson.

Inheriting a vigorous constitution and those habits of sobriety, frugality, and thrift which have made the Scot a prize-winner in the race of life, young Anderson had but to seek an entry in order to demonstrate his powers. He first sought employment in the town of Perth, where he served an apprenticeship at the dry-goods business; he gained an intimate acquaintance with its details, both there and at Glasgow. After this experience Mr. Anderson set sail for the new world, to try his fortunes, and landed in Boston on the 1st of June, 1854. He obtained employment in the great mercantile house of Hogg, Brown & Taylor, the nucleus of several syndicate houses established in Providence, Hartford, Worcester, Springfield, and other cities of the Eastern and Middle States. Mr. Anderson remained in the employ of this firm for a period of 21 years, and here Mr. Alex. Meldrum came at a later day and was also for many years a clerk in the same house. Ultimately Mr. Anderson was transferred to the counting-house department, while Mr. Meldrum came on to Buffalo and assisted in establishing the house of Adam, Meldrum & Whiting, in 1867. Shortly after, Mr. Whiting withdrew and Mr. Anderson was chosen to succeed him. The admission to partnership occurred in 1875, since which year Mr. Anderson has devoted his entire time to the business of Adam, Meldrum & Anderson.

While the senior partner, Mr. Adam, has given some time and thought to external matters, and while to Mr. Meldrum has been delegated the buying of supplies, the junior partner has given his working hours day after day to business exclusively. He has been early in the morning and late at night attending to the affairs of the firm. Forty years' experience in the business, 34 of them in this country and 13 in Buffalo, have made Mr. Anderson a most sagacious and competent merchant. He attributes his success to his own patient, methodical habits, punctuality, thrift, and unceasing attention to business at all times. He is an estimable citizen and a model of homely virtues.

Mr. Anderson was married while in Boston, and has two sons, one the teller of the Merchants' Bank, the other a student.

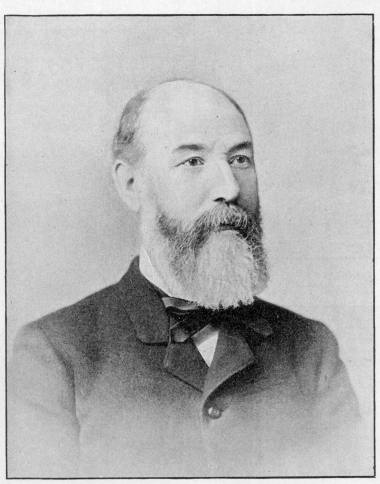


CARLTON SPRAGUE.

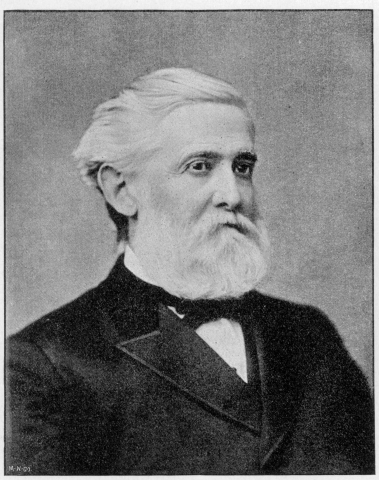
CARLTON SPRAGUE.

Carlton Sprague is one of the active, enterprising young business-men of Buffalo. He is a native of this city, and has resided here all his life. Mr. Sprague was born December 24, 1858. He prepared for college at Phillips Exeter Academy, from which institution he graduated in 1877. Entering Harvard University, he took the classical course and graduated in 1881. Soon after the completion of his collegiate studies he returned to Buffalo and entered active business life. He was connected with the Pitts Agricultural Works for some time, and in February, 1883, was elected vice-president of the company. He continued in this office for the following three years, and in February, 1886, was made vice-president and treasurer, which offices he now occupies.

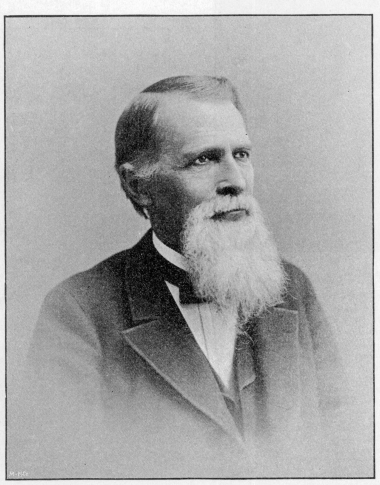
Mr. Sprague is one of the hard-working, pushing young men who have preferred a business to a professional life. Possessing a liberal education and great natural ability, he believes that these qualities cannot be better employed than in the management and supervision of one of those great industries which augment the wealth-producing possibilities of the country.



WILLIAM ANDERSON.



F. S. PEASE.



JOHN BLOCHER.

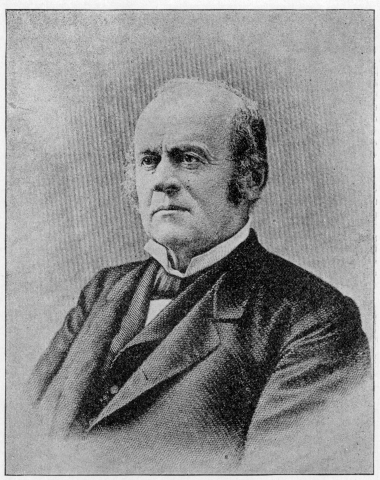
JOHN BLOCHER.

The life-story of Mr. John Blocher, in its later chapters, presents a wide departure from the typical biography of successful business-men. A prominent boot and shoe manufacturer for a quarter of a century, and eminently prosperous in that vocation, late in his career of usefulness, under the influence of a great sorrow, he turned for relief to a branch of art of which he knew little, and in the new field has disclosed a genius which is at once the admiration of his friends and the wonder of those whose experience in monumental sculpture has extended through a lifetime.

Mr. Blocher was born at Scipio, Cayuga County, July 22, 1825. When he was still an infant the family settled in Clarence, this county. At the age of eleven, his father having died leaving Mrs. Blocher and her three children in destitute circumstances, John was set at work upon a farm at $4 per month, and a year later was apprenticed to learn the tailor's trade. At the age of 18 he opened a tailor shop of his own in Williamsville, which six years later had developed into a full-fledged country store, with ready-made clothing as a prominent feature of the business. At the outbreak of the Rebellion he joined the Union Army and served in the 78th New-York Regiment until honorably discharged on account of broken health. He then bought a farm in Clarence, and spent a year in farming and lumbering.

In 1863 Mr. Blocher established himself in Buffalo in the business of manufacturing boots and shoes. He was associated with his brother-in-law, Mr. Neff, the original factory being two small rooms on the second floor over No. 182 Main Street. Two years later the firm was dissolved, and thereafter Mr. Blocher continued the business alone, on a larger scale, in the Rumsey block on Exchange Street, his specialty being men's and boys' heavy footwear, most of which is hand-made. The industry has grown and prospered, until now the factory occupies several floors of the original building as well as the adjacent building in the rear, and gives employment to 200 men.

In 1845 Mr. Blocher married Elizabeth Neff of Williamsville, and an only son, the late Nelson W. Blocher, was born of this union. It was the expectation and desire of the father that this son should succeed him in the business, and accordingly, after the young man had received all the educational advantages which the schools could afford, in 1868 he was admitted to partnership, and the firm-name Blocher & Son adopted. This relation continued with ever increasing prosperity until 1884, when in the very prime of his manhood Nelson W. Blocher was called untimely from the scenes of earth. In the distraction of his grief the bereaved father sought for some occupation to divert his thoughts from the deep affliction, and thus naturally took the form of a desire to erect a memorial to his son which should be a worthy monument, and in some measure expressive of the tender paternal relations which even death could not change. From this wish grew the magnificent Blocher mausoleum at Forest Lawn, every line and feature of which is the product of Mr. Blocher's own mind, cut in enduring granite. In all its details this mausoleum is a wide departure from the set lines of modern monumental sculpture, and as a work of art, whose distinctive features are an independence of precedent and a departure from the established order founded on the art remains of the past, it is one of the most noteworthy monuments in the world.



THE HON. DAVID S. BENNETT.

DAVID S. BENNETT.

For a quarter of a century past few citizens of Buffalo have been more prominent in its commercial and political life than David S. Bennett. Born and raised on a farm in Onondaga County, N. Y., afterwards engaged in business with his brother at Syracuse and in the city of New-York, Mr. Bennett came to Buffalo in 1853 and established himself in the produce trade. A few years later he bought the Dart Elevator, which is believed to have been the originial of all grain-elevating warehouses of the American type, now so common. In 1866 the Dart Elevator gave place to the Bennett Elevator, erected on the same site at a cost of nearly half a million dollars. The Bennett Elevator is now, in turn, being enlarged and improved, and Mr. Bennett is agitating still greater projects of development in the same direction. His ideas of the future of Buffalo, especially in its connection with the grain trade of the West and Northwest, have always been exceptionally broad and bold. He has never ceased to maintain that this port, by reason of its geographical situation and its climate, ought to be the great magazine—the common storage-place—of the American grain trade, and that it will become so just as fast and as far as the facilities for storing and handling grain are provided here. He has been strenuous, therefore, in urging and encouraging the investment of capital in new and increased elevator accommodations at Buffalo, and has done so as much by his example as by his advice. In his judgment, which events are vindicating, the owners of storage elevators in this city, instead of fearing competition among themselves, should welcome every addition to their working force, and might double or quadruple their storage capacity at this very time with much profit to themselves and gain to the country.

In 1865 Mr. Bennett was elected to the State Senate, and in 1868 he became the Representative of this District in Congress. In both legislative positions he gave his attention particularly to the commercial interests which he represented, and the New-York canals were the especial objects of his care. The original policy of the fathers of the Erie Canal, Clinton, Morris, and Fulton, who urged their enterprise at the outset as one to be undertaken by the general Government, impressed Mr. Bennett at an early day as having been the true policy. He advocated, therefore, a return to it. He proposed the nationalization of the Erie Canal, according to the character which naturally belongs to it. In the Forty-first Congress he introduced a bill appropriating $8,000,000 for the enlargement of the canal to meet the present demands of commerce. In the Committee on Commerce and the Committee on Appropriations, to which the bill was successively referred, there was a unanimous expression of favor to it and of willingness to report it, provided the State of New-York would by resolution of its Legislature pledge the acceptance of the appropriation and the application of it as contemplated. The required action of the New-York Legislature was not secured at that time, but Mr. Bennett's national canal policy has steadily gained adherents, and an enlarged canal—enlarged as a national work—may yet become one of his monuments.

In this policy, as well as in the project of a Niagara River Tunnel, and in the plan of a Crosstown-Railway, providing common tracks through the city for all roads on equal terms, Mr. Bennett has been, perhaps, in advance of his time, and the future may have vindications in store for him.

THE NEXT STEP UPWARD.

The average annual ratio of increase of population for five years past, if maintained till 1900, will give Buffalo half a million inhabitants.

WILSON SHANNON BISSELL.

WILSON SHANNON BISSELL.

One of the most prominent men of the Buffalo Bar, and of the country — made so in spite of himself, for no man has less liking for notoriety — is Mr. Wilson S. Bissell. He is not a "brilliant" advocate, not a stump-speaker, not a man for show in any sense or who seeks the public eye in any way, but while still a very young man he became noted for the soundness of his judgment, the solidity of his learning, the perfect trustworthiness of his character, and the mental as well as moral honesty of his make-up. He is specially a consulting lawyer, and is a safe adviser not only in legal and business questions, but in matters of public spirit and the general weal and political policy and public affairs generally. There is to-day no man in this city of any age whose counsel is more sought, or when obtained has more weight.

Mr. Bissell was born at New London, Oneida County, N. Y., December 31, 1847. He came to Buffalo with his parents in 1852, and has ever since made this his home. After attending the graded and high schools of this city, he entered, in 1863, the Hopkins Grammar School at New Haven to prepare for Yale College, from which venerable seat of learning he graduated with honors in 1869. He then began the study of the law in the office of Laning, Cleveland & Folsom (A. P. Laning deceased, Grover Cleveland, Oscar Folsom deceased, father of Mrs. Cleveland.) Mr. Bissell was admitted to the bar in September, 1871. In September, 1872, he formed a co-partnership with the Hon. Lyman K. Bass. In 1874 Mr. Cleveland joined the firm. In 1876 Mr. Bass retired, and the firm of Cleveland & Bissell began a successful career, which lasted till Mr. Cleveland's election as Mayor in 1881, when Mr. George J. Sicard was admitted. Cleveland, Bissell & Sicard lasted till Mr. Cleveland's election as Governor, when he retired and Mr. Charles W. Goodyear was admitted and the style changed to Bissell, Sicard & Goodyear. Last year Mr. Goodyear concluded to leave professional for business life, and a new firm was formed by the admission of ex-Judge Frank Brundage and Mr. Herbert P. Bissell, and the title of Bissell, Sicard, Brundage & Bissell was adopted.

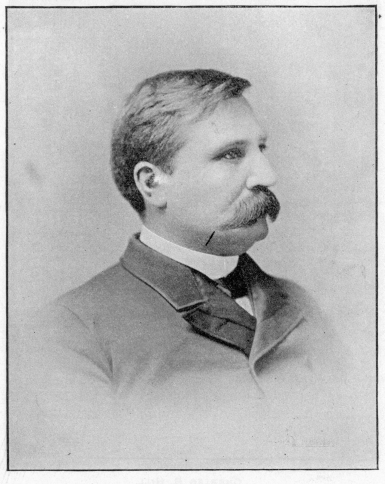
The distinctive character of Mr. Bissell's practice has been that of counsel for corporations. Railroad corporations have more particularly secured his services, and at the present time he is president of two railroad companies and a director in several others. The railroads of which he is the official head are the Buffalo & Southwestern and the Buffalo & Geneva.

Mr. Bissell is a public-spirited citizen, whose support is always accorded to worthy enterprises. He has taken an active interest in the Buffalo Library, and has served it for a number of years as president, trustee, and real-estate commissioner. At the present time he is president of the Buffalo Club, the representative social organization in the city, and one in which he has always taken a deep interest.

Mr. Bissell has taken an active part in politics, although he has never been willing to accept office. He has always been an earnest Democrat, and has faithfully followed out the traditions of his party. He has long been a valued counsellor in party affairs and he bore a prominent part in the conventions which nominated Mr. Cleveland for Governor in 1882, and for President in 1884. He was a delegate to the State Convention held at New York City in May of the present year, and was chosen a delegate to the National Convention, but declined in order to accept the nomination for Presidential Elector at large.

No man ever had a warmer or more unselfish friend than Mr. Bissell has been to President Cleveland. He has steadfastly refused to accept the official rewards which the President would have been only too glad to shower upon him, and which his abilities and character would have adorned. It has been reward enough to him to see the distinction and fame which his friend has gained, to feel that he has borne some part in promoting his elevation, and to believe, as he most sincerely does, that the country has been greatly benefited by Mr. Cleveland's administration of its affairs. It is well known among the Buffalo friends of Mr. Cleveland and Mr. Bissell that the latter has been invited to the Cabinet and to the Supreme Bench, and the fact that he has declined such glittering honors and stuck quietly to his profession is proof enough of the modesty and "level-headedness" of the man. It is characteristic of him to refuse all political position except that which is purely honorary in its nature. Always willing to give every possible assistance to his party, he is free from all desire to personally profit by its successes.

Wise in counsel, decisive in action, and generous in judgment, Wilson S. Bissell is a citizen whose public spirit, attainments, and life reflect honor upon the community of which he is a member.

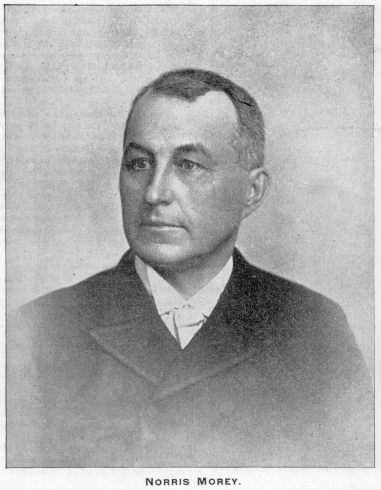


CHARLES F. TABOR.

CHARLES F. TABOR.

Charles F. Tabor, Attorney-General of the State of New-York and senior partner of the firm of Tabor, Sheehan & Coatsworth, was born June 28, 1841. His father, Silas Tabor, lived and died in the town of Newstead, Erie County. Charles worked on his father's farm until 17 years of age. He taught school in the winter and prepared himself for college at Lima, Clarence, and Williamsville academies. For lack of means he was obliged to abandon his collegiate ambition. He began the study of the law in the office of Humphrey & Parsons in 1861, and was admitted to practice in 1863. He has practiced his profession continuously since 1865 in Buffalo. During the years 1867–9 Mr. Tabor was an excise commissioner of Erie County. He was supervisor from the town of Lancaster for two years. He served two terms in the Assembly in 1876 and 1877. In 1888 he was the Democratic candidate for County Judge, and came within 78 votes of an election. He was chosen for his first deputy by Attorney-General Dennis O'Brien in 1885, and was nominated and elected to his present office of Attorney-General in 1887.

Mr. Tabor enjoys the reputation of being a well-read lawyer and a shrewd politician. He has filled many offices with credit, and his popularity could not have been better evinced than by the 800 majority given him at the last election by Erie County, while the head of the Republican ticket received 2,100 majority in the county.



NORRIS MOREY.

NORRIS MOREY.

Mr. Norris Morey of the law firm of Sprague, Morey & Sprague, stands in the very front rank of the Bar of Erie County, and is regarded as one of the most trustworthy attorneys in Buffalo. He was born in Brant, July 20, 1838, and was the son of Joseph Morey, a farmer who settled on the "mile strip" in that town in 1832. For the first 20 years his life was the commonplace experience of the farmer boys of that day, the schooling which he received being derived from the district schools, a single term at the Gowanda High School, and two terms at the Fredonia Academy. In the fall of 1857 he began a preparatory course at Oberlin College, completing the work of two years in one. About this time an attack of malarial fever so seriously impaired his general health that it was ten years before he fully regained his native vigor. When the Rebellion began in April, 1861, Mr. Morey attempted to enlist, but was rejected on the ground that the state of his health would not warrant him in undertaking the hardships of the field and camp. In the fall of the same year, however, he raised a company of recruits, which eventually became Company E of the 10th N. Y. Cavalry. With these he went to the scene of hostilities, but continued ill health compelled him to resign in September, 1862. With others who had been in the service, he was permitted to graduate with his class at Oberlin College in 1863.

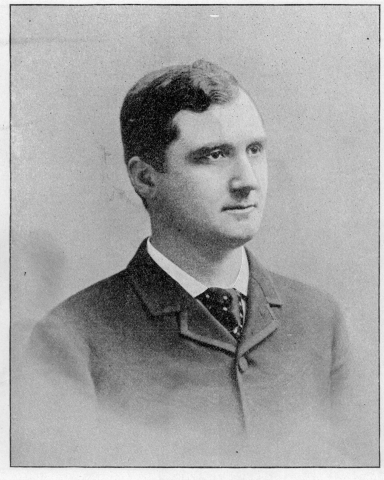
His legal studies began with a course of lectures at the Albany Law School, during the winter of 1863–'4, after which he became clerk and student in the law office of Mr. Edward Stevens in this city. During the winter of 1864–'5 he accepted a commission in the 9th U. S. Colored Troops, in which regiment his brother was an officer. With this regiment, which formed a part of the 25th Army Corps, he remained until the fall of Richmond, and after that in Richmond and near Petersburg until June 1, 1865, when he was again prostrated with a serious illness and was sent to the hospital at Hampton, Virginia. As soon as he had sufficiently recovered he came home and resigned.

In June, 1866, Mr. Morey opened a law office in Buffalo, and began the practice of his profession. For two years, 1870 and 1871, he served as assistant city attorney, and in 1872 and 1874 as assistant district attorney. The Republican party then placed him in nomination for district attorney, but failed to secure his election.

In 1874 he formed a law partnership with Lyman M. Baker. Subsequently this firm became Morey, Baker & Inglehart, and still later Morey & Inglehart. In September, 1882, he severed his other partnership connections and became a member of the firm of Sprague, Morey & Sprague, where he still continues.

In the fall of 1888 Mr. Morey was nominated by the Repubcican City Convention for the office of Mayor, but for private and professional reasons he declined to enter the canvass.

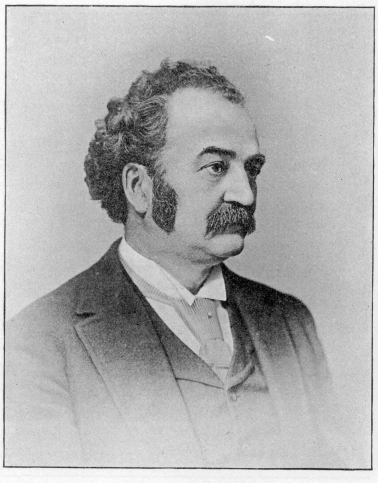
The Buffalo home of Mr. Morey is on Summer Street, and his country retreat is at Idlewood.



JOHN G. MILBURN.

JOHN G. MILBURN.

John G. Milburn was born December 14, 1851, at Sunderland, England. He came to Batavia when about 18 years of age. He studied law with Peck & Bowen of that place, and was admitted to the bar in April, 1874. In 1880 he formed a partnership with the Hon. E. C. Sprague of Buffalo, under the name of Sprague, Milburn & Sprague, which continued until 1882, when Mr. Milburn removed to Denver, Colo., where he continued to practice law. Returning to Buffalo in June, 1883, he became associated with the Hon. Sherman S. Rogers and Mr. Franklin D. Locke under the firm-name of Rogers, Locke & Milburn. In this relation he has been prominently engaged in many important cases, and has won recognition as one of the leading lawyers of the State. He was one of the committee chosen to revise the Charter of the city of Buffalo. He was for several years a member of the executive committee of the Buffalo Library, and is now one of the commissioners of the City and County Hall. He is a pronounced Democrat in politics, has been prominent in the councils of that party, and has been actively associated with many matters of public concern.



FRANKLIN R. PERKINS.

FRANKLIN R. PERKINS.

One of the most reputable and highly respected members of the Buffalo bar is Mr. Franklin R. Perkins, the senior member of the firm of Perkins & Mumford, who for 23 years past has been a familiar figure in our local courts. Mr. Perkins was born in Cazenovia, Madison County, in 1843, and passed the first 17 years of his life on a farm. He attended first the district schools, and later on the Oneida Conference Seminary, where he took a full course. After graduating in 1860 he began the study of the law in the office of Charles Stebbins, Jr., of Cazenovia, and two years later was admitted to the bar. The Rebellion being then in progress, the young attorney abandoned for a time all professional ambition and plans to take up arms in defense of the American Union. He enlisted in the 22d N. Y. Cavalry, and entered military service as the Captain of Co. E, raised at Cazenovia and Syracuse. The life of the field and the camp was his for the ensuing three years. In March, 1865, he was honorably discharged, and returning home began the practice of his profession as an office associate of Judge Mason of Hamilton, Madison County, N. Y. In 1866 Mr. Perkins came to Buffalo, where he has made his home ever since. He was successively the law partner of Henry W. Box, David F. Day, Joseph Seaver, and Edward P. Fields, and in May of the present year entered into a co-partnership with Charles C. Mumford. Their new offices, Nos. 25 and 26 Law Exchange (Zink & Hatch's new building), are admirably arranged and well adapted to meet the requirements of a large clientage. In 1878 Mr. Perkins was elected City Attorney on the Republican ticket, and in 1875 was honored with a re-election. His record as the guardian of the City's legal interests is an honorable one, and the intimate acquaintance with the law of corporations which he formed during his four years experience in the defense of the City's law suits has caused him to be much sought after by corporations desiring legal advice. He is the attorney of the A. L. Barber Asphalt Paving Company, and in that capacity has won for himself distinction in more than one contest between the rival paving interests.

During State and Presidential campaigns Mr. Perkins is much sought as a political speaker, his calm logical discussion of the questions of the hour carrying great weight to the minds of thinking men who deprecate passion and personalities in politics.

Socially Mr. Perkins enjoys the good-will of a large circle, and the warmest friendship of those who know him intimately and are familiar with those high qualities of mind and heart which are so seldom called into exercise in the ordinary transactions of business life.

CHARLES D. MARSHALL.

CHARLES D. MARSHALL.

So numerous are the instances where inherited wealth, early culture, family prestige, and exceptional educational opportunities have proven stumbling-blocks to their possessors rather than stepping-stones to a career crowned with honors and success, that the exceptions to the rule are deemed noteworthy. Among the sons of distinguished fathers in this city who have escaped degeneration is Mr. Charles De Angelis Marshall, the son and business successor of the late Orsamus H. Marshall, and at present the head of the law firm of Marshall, Clinton & Wilson.

Mr. Marshall was born in Buffalo, Nov. 14, 1841, and after the completion of his literary education took a complete course of study at the Albany Law School, of which he is a graduate. Having been admitted to practice in 1864, he entered into partnership with his father, who three years later relinquished to him the entire business of the firm. He next formed a law partnership with Mr. Spencer Clinton. In the year 1873 Mr. Robert P. Wilson was admitted to the firm, which thereupon became known as Marshall, Clinton & Wilson. The specialty of Mr. Marshall is real-estate law and the management of trust estates, and in this line of practice he has won honorable distinction. For the past ten years he has been the attorney of the Buffalo Savings Bank.

In politics Mr. Marshall is a staunch Republican, but has never sought party preferment. He was a founder of the Buffalo Society of Natural Sciences and has been one of its officers since its organization. He is likewise a trustee of the First Presbyterian church, and one of the active promoters of the up-town movement in that congregation. In 1887 he was elected a member of the board of real estate of the Buffalo Library, but after rendering efficient service resigned in March, 1888.

The summer residence of Mr. Marshall is Beaver Lodge, on Beaver Island, in the Niagara River, which is one of the pleasantest of all the river retreats.

CHARLES B. WHEELER.

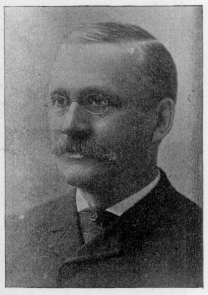
CHARLES B. WHEELER.

This popular young attorney is one of those fortunate members of the Buffalo Bar to whom has been accorded early distinction in his chosen profession.

Born December 27, 1851, at Poplar Ridge, Cayuga County, N. Y., at the age of 13 Mr. Wheeler removed with his parents to Auburn, and prepared for college at the high school in that city. In due time he entered Williams College, and graduated from that honored institution of learning with the class of '73. He then began the study of the law, and after three years spent in assiduous preparation was duly admitted to the bar in 1876. Soon afterwards he opened an office in this city, and has continued to practice in the local courts ever since. In all his professional relations there has been revealed a versatility of talent, a fertility of resource, a knowledge of the law, and a power of lucid presentation of complex and involved legal situations which have stamped him as an attorney of a high rank. Many interests of the greatest importance have been intrusted to his care, and the outcome has always justified the confidence reposed in him.

Mr. Wheeler is a Republican in politics, one of the leading members of the Buffalo Republican League, and one of the best campaign orators in this section of the State. He has never sought or held public office.

In 1883 Mr. Wheeler married Miss Frances Rochester, a daughter of the late Dr. T. F. Rochester, and two children brighten their pleasant home on West Mohawk Street.



JAMES E. FORD.

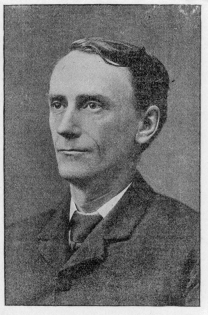
JAMES E. FORD.

Mr. Ford was born in Buffalo in 1838. His education was obtained at the common schools of the city. He prepared for college, but was compelled to give up his course on account of ill health. His father, Elijah Ford, was a well-known lawyer of the city, and was engaged in a general practice for some 50 years. After a preparatory legal course under the preceptorship of his father, James went to Albany and entered the Law School, from which he graduated in 1859.

Returning to Buffalo, he formed a partnership with his father which continued until the latter's death in 1878. Mr. Ford then entered into partnership with Mr. Frank C. Ferguson, a former student in his office.

While Mr. Ford's practice has been a general one, he has made a specialty of settling estates, and has been interested in real-estate matters to a greater extent than any other branch of his business. He is one of the trustees of the National Savings Bank, and has been the attorney of that institution for the past twelve years. He is a life member of the Buffalo Library and one of the managers of the Church Home. In his position of financial secretary to the latter organization he has had charge of the endowment fund and of all its moneys. He was one of the executors under the will of the late Elizabeth S. Seymour.

Mr. Ford is an Episcopalian, and one of the wardens of the Church of the Ascension. A Republican in politics, he has supported every candidate of that party from Lincoln down. Mr. Ford's family is one of the oldest in the State. His great grandfather commanded a regiment at the battle of Saratoga, and the commission issued to him by the Continental Congress is now in Mr. Ford's possession. During his legal career he has been engaged in numerous law-suits involving important interests and the disposal of large sums of money. As a lawyer he is ever watchful of his clients' interests, and is considered a safe and prudent practitioner.



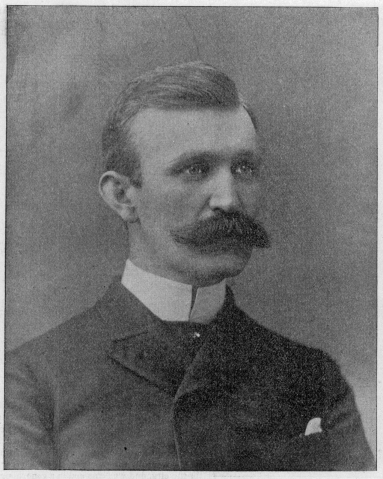
GEORGE CLINTON.

GEORGE CLINTON.

George Clinton is the youngest son of Judge George W. Clinton and grandson of DeWitt Clinton, both of whom have been prominent in the history of New York State. The sudden death of Judge Clinton at Albany about three years ago occurred on the birthday anniversary of his son George, who was born in Buffalo, September 7, 1846. The mother is still living in Albany at an advanced age. George Clinton was the youngest of four sons, but two of whom survive.

The early life of George Clinton was passed, and his education was obtained, in this city. After being graduated from the Buffalo High School he went to New-York, and there entered the law school of Columbia College. He was graduated with high honors, standing second in the class of '68. For a time he practiced law in company with his brother-in-law, Henry L. Clinton, but early in 1869 he removed to Hudson, Wisconsin, where he engaged in the practice of his profession for about five years. In 1872 he married Alice Thornton, daughter of the late T. F. Thornton of Buffalo, taking his wife West with him. In 1873 Mr. Clinton returned to Buffalo, and has since been one of her most useful citizens. Mr. Clinton first formed a law partnership with Thaddeus C. Davis, which continued several years, under the firm name of Davis & Clinton. In 1882 a partnership was entered into with Mr. Martin Clark, and later Mr. John W. Ingram was admitted.

Mr. Clinton is a close student of men and affairs, and enjoys the confidence, respect, and esteem of all his associates. He has several times been singled out for honorable office, and whatever position he has accepted he has filled ably and conscientiously. Mr. Clinton is a staunch Republican, and served as a Member of Assembly in the Legislature of 1886, declining renomination. He acquired distinction even in that short service in legislative halls. He was appointed Chairman of the Canal Committee, and did much good in that office. Always a firm friend of the canal, and is to-day the president of the Canal Union, a position to which he was first elected two years ago. While in the Legislature Mr. Clinton further distinguished himself by his assistance in bettering the civil service of the State, and his labors in this direction were recognized by the local association in the presentation to him of a memorial. Mr. Clinton is now a member of the Board of Sewer Commissioners, to which office he was appointed in 1886. He is also an active member of the Buffalo Historical Society and of the Society of Natural Sciences, and president of the Economic Association.



THE HON. WM. F. SHEEHAN.

WILLIAM F. SHEEHAN.

The leadership of the Democratic party in the last decade has devolved almost entirely upon young men. Among the representative young men of the party who are now prominent in its councils, there is none better known or more generally quoted than the Hon. William F. Sheehan. Mr. Sheehan is a native of Buffalo, and was born on the 6th of November, 1859. He therefore is but 29 years of age. He received his education at the public schools of the city and at St. Joseph's College. He began the study of the law in the office of Charles F. Tabor in 1876 and was admitted to practice at the January General Term in 1881. Mr. Sheehan's interest in politics had always been a lively one, and before he had obtained his majority he was an active worker for the success of the Democratic ticket. In 1882 he formed a law partnership with the Hon. Charles F. Tabor, now Attorney General, which continues at the present time. For three ensuing years Mr. Sheehan devoted himself to the practice of his profession and gained the reputation of being one of the brightest of the younger members of the Erie County bar.

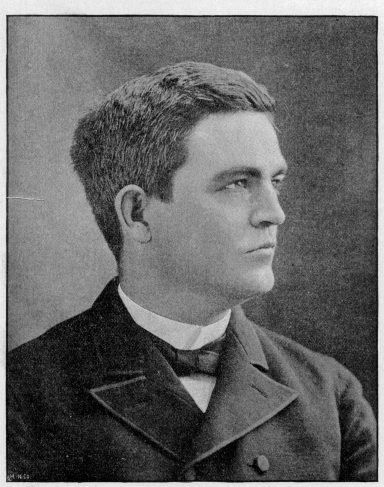
During this period, too, he had not been unmindful of politics, and in the autumn of 1885 he was nominated for the Assembly by the Democrats of the First District and was elected by a handsome majority. Mr. Sheehan's first year in the Assembly was unmarked by any incidents of a striking nature, but his action in the councils of his party betokened that he was prepared to take vigorous and agressive measures in support of his principles whenever the time should arrive. In 1886 he was re-elected to the Assembly, and at the caucus of the Democratic members preceding the organization of the Legislature was nominated for the Speakership. This was an honor never before accorded to so young a man, but the history of the past three years in New-York State politics fully justifies the wisdom of the party in selecting him as its leader in the Legislature. The winter of 1886-87 was a memorable one because of the inauguration of the long struggle between the Republicans of the Legislature and Gov. Hill. Mr. Sheehan took a more conspicuous part in these legislative contests than any of his colleagues, and before the end of the session he was the acknowledged leader of the party in all of its aggressive measures. In 1887 he was re-elected and in the Assembly of 1888 was again his party's nominee for Speaker.

Mr. Sheehan's legislative career has not been distinguished by its political struggles alone. He has introduced a number of important bills in the interest of his constituency, and has always been alert and vigilant in guarding the rights of the people whom he represented.

During the last session he introduced the Grade-crossings Bill and procured its expeditious passage. Mr. Sheehan was favorably mentioned as a candidate for Lieutenant-Governor, but owing to an unfortunate clause in the State Constitution which provides that all incumbents of that position must be not less than 30 years of age he is debarred from being a candidate even though he were willing to accept the nomination.

The career of William F. Sheehan thus far has been highly successful, and if any faith is to be placed in precedents, there is every reason to believe that he will some day enter the broader field of national politics and there distinguish himself and his party in a manner which shall reflect honor both upon him and the constituency which he represents.

F. M. INGLEHART.



CHARLES A. POOLEY.

CHARLES A. POOLEY.

The Buffalo Bar is noteworthy for its young men who have attained prominence in the profession. One of the best known among them is Charles A. Pooley. Mr. Pooley is a native of Buffalo and has resided here all his life. He was born Nov. 17, 1854. He received his education at the public schools and at the High School, from which latter he graduated in the class of 1873. After leaving school Mr. Pooley entered business life and followed mercantile pursuits for the ensuing three years.

During this period he determined to adopt the legal profession. In 1876 he began the study of the law. His preceptors were the members of the firm of Robbins & Plumley, in whose office he remained for a year, during which time he so well improved his opportunities that in 1877 he was tendered the position of managing clerk in the office of Laning, McMillan & Gluck. Accepting the situation thus offered, he remained with the firm for the ensuing two years, at the expiration of which time he went up for examination. He was admitted to practice by the General Term, April, 1879. After his admission to the Bar, Mr. Pooley continued with the firm until the death of Mr. Laning. The firm was then re-organized, and continued the business under the name of Greene, McMillan & Gluck. Although his name did not appear in the title of the firm, Mr. Pooley was a member, and when Mr. Greene retired in January, 1887, the name of the firm was changed to McMillan, Gluck & Pooley.

The firm of which Mr. Pooley is a member has long been prominent in the State as the counsel of railroad corporations. The suits which it conducts are chiefly in behalf of corporations, and usually involve interests of great magnitude. At the present time the firm is counsel for the New York Central, the Lake Shore & Michigan Southern, and the Michigan Central railroad companies.

During the past few years Mr. Pooley has conducted several important litigations, and has in every instance reflected credit upon himself and his firm. He has already won an enviable reputation as an acute practitioner and there is abundant reason to believe that a successful future is assured him.

CHARLES B. GERMAIN.

One of the most popular of the coterie of Government officials who have their offices in the Federal building is Charles B. Germain, the Clerk of the United States District Court.

Mr. Germain was born in Buffalo November 11, 1844, and has always made this city his home. He was educated in the public and private schools and the Central School, followed by a collegiate course at Hamilton. He began the study law in 1866 in the office of Laning & Miller, and somewhat later continued his course of reading in the office of Austin & Austin. On the 4th of May, 1868, he was admitted to the bar, and as soon as he began to practice took first rank among the young attorneys of that day. He continued to devote himself to professional duties, either alone or in partnership with others, until February 20th, 1884, when he was appointed Clerk of the United States Court under the Hon. Alfred C. Coxe, District Judge.

Genial, courteous, and obliging, a careful and painstaking public official, he has discharged the duties of the office entrusted to his care in such manner as to win the commendation of all who have business with the local branch of the national judiciary. Socially Mr. Germain enjoys wide popularity, and has drawn to himself a large circle of friends. He is a member of the Buffalo and Falconwood clubs, a vestryman in Trinity Church, and a patron of nearly all the local institutions whose purpose is to promote science, literature, and art.

Mr. Germain was married in 1881 to Miss Mary J. Beggs of Cleveland, and their pleasant home is located on Delaware Avenue at Ferry Street.

FRED M. INGLEHART.

Fred. M. Inglehart is an attorney who ranks high in his profession. He is not a native of this State, but was born at Glenville, O., on the 9th of February, 1852. Glenville is a small village about five miles from Cleveland. Mr. Inglehart lived on a farm until he was 16 years old. He then removed to Cleveland, where he remained for some years. From the Cleveland High School he entered the collegiate department of the University of Michigan, at Ann Arbor, and graduated in due course. After leaving the University Mr. Inglehart decided to read law, and came to Buffalo with that intention. During the first few years of his stay here he made his home with Mrs. Mary E. Lord, his only surviving relative. Immediately after coming to this city he entered the law office of Lyman K. Bass and Grover Cleveland. He remained with this firm for several years, and for five years was managing clerk. He was admitted to the bar in 1873, but preferred to remain with his preceptors for a time until he should have familiarized himself with all forms of practice. The business done by the firm was large, and the experience gained while in its service was destined to prove invaluable in Mr. Inglehart's subsequent labors.

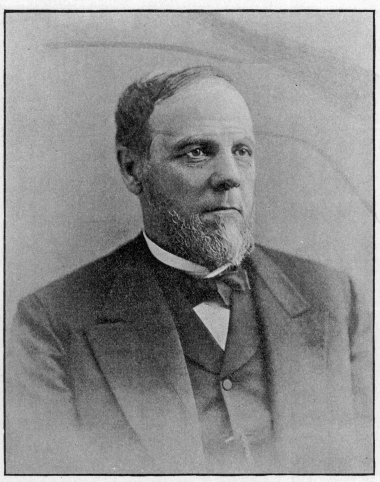
After leaving the office of Bass & Cleveland Mr. Inglehart practiced alone for three years. During this time it had become clear that he was sure to attain an enviable success in his profession. He then formed a partnership with Norris Morey. This lasted four years, and during its continuance many important cases were handled by the firm, reflecting credit upon both partners.

After the dissolution of the partnership, Mr. Inglehart began practicing alone, and since that time has not had an associate.

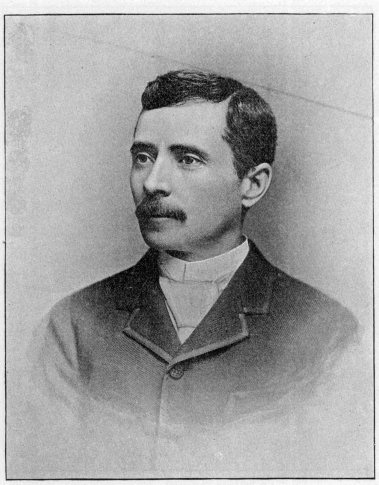
Mr. Inglehart's father was Dr. Smith Inglehart of Cleveland. He was the first Mayor of that city. Mr. Inglehart's grandfather, Ebenezer Johnson, was the first Mayor of Buffalo. Mr. Inglehart was married some ten years ago to Miss Lizzie Stevens, the daughter of Milo Stevens.

There are few attorneys in this city who have achieved a greater degree of success. There is none who is more industrious and painstaking. By strict attention to the details of his cases, and by unremitting labor in preparation, he has often been enabled to win seemingly hopeless actions. His practice is large and lucrative, and he has as desirable a list of clients as any lawyer in Buffalo. He is one of those members of the profession who undertake a case with the intention of succeeding, regardless of the fees the client may be able to pay.

His chief characteristics are strict attention to his practice, fidelity to his clients' interests, and promptness in all business matters, coupled with affability and uniform courtesy.



S. CARY ADAMS.



CHARLES B. GERMAIN.

S. CARY ADAMS.

There is no member of the Erie County Bar held in higher esteem than Samuel Cary Adams. He has long been regarded as a safe and prudent counsellor and a man of good judgment and business capacity.

Mr. Adams was born at the little village of Federal Stores, Columbia County, December 22, 1820. He removed with his father's family, while he was still a child, to Collins Center, Erie County. This was in 1823. He received a good education, and shortly after the attainment of his majority began to take an active part in politics. In 1847 he was elected superintendent of the schools of the town of Collins, which position he held until 1852. At this time he entered the field of county politics, and was elected supervisor. For the years 1852 and 1853 he represented his town in the Board, and when his last term had expired he was chosen clerk. This position he held for the years 1854 and 1855. In 1857 he received the nomination for the Assembly in the Fourth District of Erie County, and was elected by a handsome majority. During the year following the close of his term, Mr. Adams remained at his home, but in the following year he was appointed deputy County Clerk. He held this appointment for the five subsequent years, and it was not until 1865 that he was permitted to relinquish it. In 1865 he received the appointment of deputy Collector of Customs at this port. This office he filled for two years, and shortly after his retirement in 1867, he received the nomination for supervisor in the Tenth Ward. He was elected, and served his term in 1868. While Mr. Adams had been filling all of these official positions he had been required to do a class of work which necessitated a considerable amount of legal knowledge and a familiarity with legal forms fully as great as that possessed by the majority of lawyers. As his business was largely of a legal nature, he determined to be admitted to the bar. He was examined at the General Term held at Buffalo in November, 1863, and was admitted to practice. From that day he has enjoyed a good practice, and has won the reputation among the members of his profession of being a careful and painstaking lawyer.

Mr. Adams is looked upon as one of the safest counsellors at the Erie County Bar. He has to some extent made a specialty of real-estate law, and is considered to be an authority upon that subject. For many years he has been and still is attorney and counsel for the great firms of Pratt & Co. and Pratt & Letchworth. Mr. Adams has frequently been entrusted with the care of large estates, and has always managed them in a manner satisfactory to owners. Besides these special branches of business, he has a large general clientage, the labor of attending to which consumes the greater portion of his time.

FOR WHEELMEN.

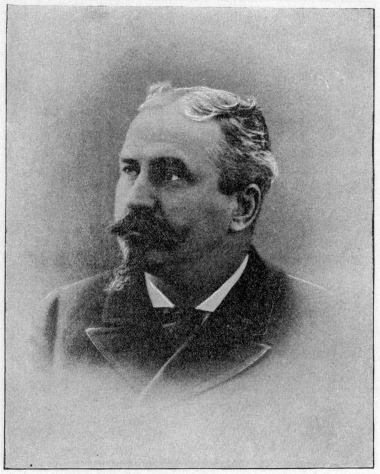
Buffalo is the paradise of bicyclers. In no other place can such a combination of good country-roads, parkways, and asphalt pavements be found.

THE HON. JOHN LAUGHLIN.

Mr. Laughlin was born in Newstead, Erie County, N. Y., in 1856. He worked on a farm until he was nineteen years old, attending the district schools during the winter months. He then began a course at the High (or Union) school of Lockport, where for nearly four years he paid his board by taking care of a horse and a furnace and doing all sorts of chores and errands, while he diligently applied himself to his studies. He left school a few months before the completion of his four years' course, to avail himself of an opportunity to begin the study of the law in the office of the Hon. Richard Crowley, then United States District Attorney. When Mr. Crowley removed his law office to Buffalo, in April, 1880. Mr. Laughlin accompanied him and has since been a resident here. He was admitted to the bar in October, 1880, and became Mr. Crowley's partner. On the latter's removal from the city, Messrs. Laughlin, Joseph E. Ewell, and Daniel McIntosh formed the successful law-firm of Laughlin, Ewell & McIntosh, which still continues.

Mr. Laughlin's generosity, zeal, and ability as a lawyer were well shown in the Penseyres murder trial, lasting nearly a month, in which he defended a half-crazed and penniless woman charged with the murder of her husband, and saved her from the gallows. Before sentencing the prisoner to imprisonment for life Judge Beckwith said to her: "The defendant has been very fortunate in one respect in this trial. I think you may well feel that by the services of your counsel your life has been saved. A counsellor of this court has defended you with a courage, with a persistency, with a determination and an ability, and with an eloquence that have excited the admiration of the whole community, and I think that his efforts have probably saved you from the gallows, and that there is no fault to be found with the verdict of the jury as rendered."

Mr. Laughlin has been from boyhood a zealous Republican. In his student days at Lockport he was president of the Young Men's Republican Club and was an active speaker in the Garfield campaign. When, in 1887, he was made the Republican candidate for State Senator for Erie County, the nomination was received with great enthusiasm by his party friends, and the spirited campaign which followed resulted in his election over one of the strongest men in the opposite party by a majority of 4,301.



THE HON. JOHN LAUGHLIN.

ARTHUR W. HICKMAN.

One of the most genial of men is the Hon. Arthur W. Hickman, whose smiling face, ever-bubbling humor, and generous impulses, coupled with the more substantial qualities of a noble manhood, have made him a favorite in every circle.

Mr. Hickman was born in Marshall, Calhoun County, Michigan, June 18, 1850, and claims English descent, his parents having come to this country from Barnstable, England, in 1847. When he was three years of age the family removed to Buffalo, and he has accordingly during all his conscious years been a Buffalonian, and a very loyal and zealous one he is.

After graduation from the Central School in 1868, Mr. Hickman began the study of the law in the office of Austin & Austin, and was admitted to the bar September 13, 1871. A year later he formed a law partnership with Benjamin H. Austin, and has since been engaged in the practice of the profession, either alone or in conjunction with others. He has built up a large and lucrative business, and has been engaged in some of the most important litigations in Erie County.

A staunch Republican and a zealous campaign worker, he was sent by his party to represent the Third Assembly District of Erie County in the Assembly of 1881. He was triumphantly re-elected to the Legislature of 1882, but thenceforth declined to become a candidate for official honors.

The services of few men have been so persistently sought in behalf of local enterprises, and there are few institutions devoted to science, art, literature, practical benevolence, or the cultivation of the social spirit of which he is not a member.

He was married several years ago to Miss Alice Gregory, and some of the happiest hours of his life are passed in the pleasant companionship of his wife and five children at his unpretentious but pleasant home on Main Street.

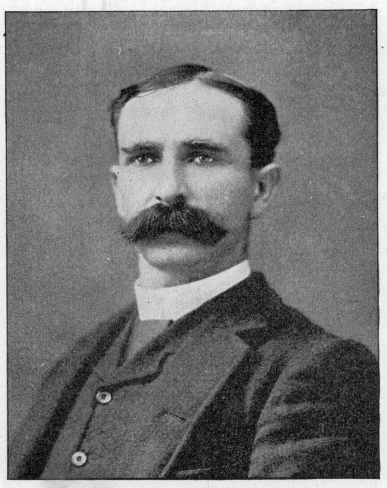
ARTHUR W. HICKMAN.

CHARLES B. HILL.

"My history — why I have just begun to make it. What do you expect of a man at 31?" said Mr. Charles B. Hill, the popular attorney, to the writer when asked for the details of his career. This may be true, but nevertheless much of interest attaches itself to a life well started.

Mr. Hill was born in Albany March 1, 1857. While he was quite young his parents came to Buffalo to make their home; accordingly the education of their son was acquired in the public schools of this city. The limited educational advantages of his boyhood, however, have since been supplemented by a wisely chosen course of reading. Shortly before attaining his majority, Mr. Hill began the study of law in the office of Box & Perkins, and remained with this firm until admitted to the bar in June, 1879. Having subsequently opened an office for himself, he very soon built up an excellent practice, making a specialty of real-estate and business affairs requiring legal adjustment. Perceiving at the outset the great future of Buffalo, and having a well-founded faith in the city's rapid development, Mr. Hill entered largely into real-estate operations of his own, especially on the West Side, with very successful results. So extensive, indeed, have these interests become that last spring he made the real-estate transactions a separate branch of his business, and took into partnership his brother, Henry S. Hill, in order that through a division of labor a greater portion of his own time might be spared for professional duties.

Mr. Hill is very popular among his professional contemporaries, holds the responsible position of treasurer of the Erie County Bar Association, and is generally regarded by the public at large as one whose present standing presages an honorable and successful future.



CHARLES B. HILL.

IT BEATS THEM ALL.

There have been many "Boom Editions" of many newspapers in many cities, but this Souvenir number of THE EXPRESS beats them all.

THOMAS B. FRENCH.

"A fireman for 40 years." "The best Chief Engineer Buffalo ever had"—these expressions can apply to none other than Thomas B. French, now senior partner of the firm of French & Kirkholder, dealers in wooden and willow ware at No. 49 Seneca Street, and for periods aggregating over a dozen years Chief of Buffalo's volunteer and paid fire departments.

Thomas B. French was born in Buffalo on the 27th of March, 1829, in a house on the site now occupied by French's block, corner of Washington and Huron streets. His father, Harlow French, came to Buffalo from Rockstream, Yates County, in 1818. Thomas was next to the oldest child in a family of 12. He attended school at No. 13, which stood on the present site of the Washington-street Market. It is related of him that he evinced a strong desire to become a fireman even in his early boyhood, and that his teacher could only compel good behavior from him by agreeing to let him run to fires when alarms were sounded during school hours. He became a torchboy with No. 4, of which his father was foreman, when but ten years old, and from that time until his resignation as Chief five years ago he remained a fireman—a period of 44 years.

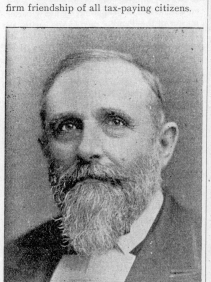
At the age of 15 young French left school and went to work in Henry Colton's store, corner of Main and Genesee streets, where he remained about a year. Then he apprenticed himself to his father and learned his trade—that of a blacksmith. He worked 15 years at this trade, first with his father, then for the State in the canal blacksmith-shop below the fort, and finally for himself. His own shop, built by himself, stood where Hardwicke & Ware's store now is.

In 1851 Mr. French caught the gold fever, and went to California, where he dug enough nuggets to get home with. On his return he married Julia Ann Reeves, daughter of Louden Reeves of Buffalo, by whom he has had two daughters, both of whom are living.

Mr. French relates that while working at his trade in 1867 Peter C. Doyle came along one day and spoke of a wholesale grocery business at No. 58 Main Street which could be bought out. He asked Mr. French if he would go in, and they struck a bargain then and there. Next day they bought out the business, and conducted it in partnership for five years, until Mr. Doyle was made Chief of Police, when Mr. French assumed sole proprietorship and carried on the business under his own name for five years more. In 1877 business had moved up-street, and Mr. French closed out his store, and for a year or two engaged in no business. Then he formed a partnership with William Kirkholder in much the same manner as the grocery firm was organized, and started a business in wooden and willow-ware at the present Seneca-street stand.

"Tom" French is best known to Buffalo as a fireman. On his return from California he was instrumental in organizing engine company No. 11, of which he was made foreman. In old volunteer days he was assistant Chief under "Ed" Hulbert and "Bill" Taylor. He was first appointed Chief in 1863. The engineers of the Fire Department in those days were appointed by the Common Council, afterwards by the Mayor. Politics governed appointments, and when the administration was Republican "Tom" French was Chief; when the Democrats gained the upper hand "Ed." Hulbert or some other Democrat was the appointee. In this way Mr. French alternated in and out of office for 20 years. He was Chief during the following years: 1863, 1864, 1865, 1870, 1871, 1872, 1873, 1876, 1877, 1880, 1881, 1882, and part of 1883. In the spring of the latter year Chief French received a severe injury to his right knee by a fall in a burning building. It came near crippling him for life, and on his sick bed he promised his wife never to go to another fire. He kept his promise, and handed in his resignation on May 30, 1883. He has never attended a fire since unless as a spectator.

During Chief French's administration he continually strove for a paid department, and it is due in no small degree to his outspoken advocacy and earnest efforts that the Buffalo Fire Department was so reorganized in 1880 and placed in the hands of a non-political board. This achievement alone would have been sufficient to give Mr. French the esteem of his townsmen, had not his courage and common-sense in combatting flames already made him the idol of the firemen and entitled him to the firm friendship of all tax-paying citizens.

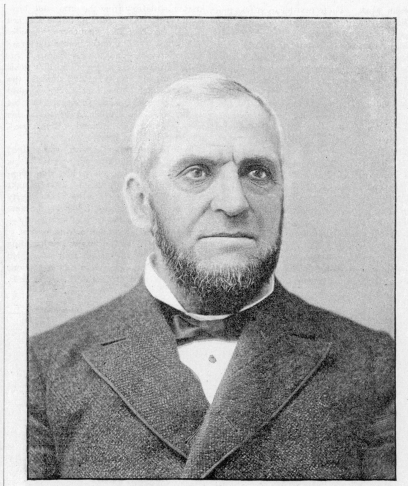


JAMES A. ALLEN.

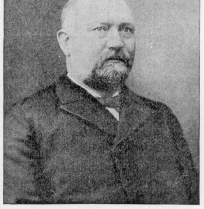
Probably no member of the legal profession in this city is better known than James A. Allen. For many years he has enjoyed a large practice and many of his law-suits have served since their determination as authorities in cases of a like nature.

Mr. Allen was born in New London, Conn., in 1824, and removed to Chautauqua County with his father in 1843. He began the study of the law in the office of Emory F. Warren, late Judge of Chautauqua County, and subsequently in 1852 entered the office of Welch & Hibbard on Exchange Street in this city. Here he remained, reading law, until within a few months of his admission to the bar, which took place at the Erie General Term, held n January, 1856. He began to practice in Chautauqua County, and remained there for some five years. While in Chautauqua he was associated with Hon. Madison Burnell and Austin Smith of Westfield, in defense of Martin Battles, a prisoner charged with murder. The trial resulted in a verdict of guilty, but on a writ of error Mr. Allen took the case to the General Term, which, after hearing his argument, reversed the judgment and sentence and discharged the prisoner. Removing to Buffalo in 1861, Mr. Allen was, in the year 1868, employed in the St. John's Church litigation. This grew out of the desire of a part of that congregation to change the site of the church. The conservative party retained Mr. Allen, and the result was an adjustment which retained the present site. During the past 15 years Mr. Allen's practice has been chiefly in patent cases. The fifth volume of the Official Gazettte of the U. S. Patent Office contains the report of the decisions in three patent cases in which he acted, and all of which were decided in favor of his clients. From that time onward the 39 subsequent volumes contain reports at intervals of cases in which he took part. This is also the case in regard to the 35 volumes of the Federal Reporter. Mr. Allen has had several important suits in the Court of Appeals and in the Supreme Court of the United States. He had charge of the litigation resulting from the infringements of the Densfield patent by the millers of the country. His clients obtained decrees and were uniformly successful while the suits were entrusted to his management. The now historic patent suits of the Standard Oil Company against the Buffalo Lubricating Oil Company were defended by Mr. Allen. The Standard Oil Company was defeated in every suit of the six years litigation.

Mr. Allen's business extends through this State, Michigan, Connecticut, and Northern Illinois. A prudent counsellor and a safe guide in legal matters, there are few more successful lawyers than James A. Allen.



THOMAS B. FRENCH.



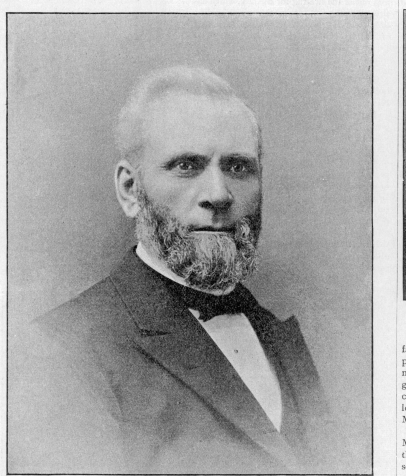
CHARLES F. BISHOP.

Mr. Charles F. Bishop, the wholesale dealer in coffees, teas, and spices, is an example of that excellent order of manhood and citizenship which is the product of German descent combined with American discipline. He belongs to that type of quiet, clear-headed conservative business men who know how to apply themselves to their vocation during the hours of trade, and who know equally well how to enjoy their leisure.

Mr. Bishop was born in Williamsville, October 14, 1844. Soon afterwards his parents removed to Buffalo, where for a few years their son received the excellent educational advantages that are afforded by the public schools of the city. At the age of fourteen years he was set at work in a grocer's store and continued to follow this calling, in the employ of others, until 1869, when with the accumulations of his years of industry he rented the store at No. 80 Main Street, and opened a coffee and spice mill. His business success was assured almost from the outset, and the moderate profits derived from a steady and increasing trade, have grown by careful investment to such dimensions that Mr. Bishop is now regarded as one of the wealthy men of the city. Four years ago he built a fine four-story block at No. 93 Seneca Street, and removed thither his business, occupying the entire building himself.

Mr. Bishop's personal popularity and the staunch elements of his character have caused the Democratic party, with which he is associated, to urge upon him many political honors. Again and again he has been tendered the nomination for Mayor, but without avail. Last year, in a party extremity, he was made the nominee for County Treasurer under protest, and the smallness of his opponent's majority proved conclusively Mr. Bishop's strength before the people. In German musical circles, where his leisure hours are chiefly spent, Mr. Bishop's popularity is great. For three consecutive terms he has been president of the Orpheus, and in 1883 he acted as the custodian of the funds of the great Saengerfest. He has likewise been the treasurer of the Delaware-avenue Cemetery Association almost from the date of its formation.

On the 6th of August, 1865, Mr. Bishop was married to Miss Katherine Moran, and their home on Summer Street, surrounded by broad, green lawns, beautifully laid out, is one of the pleasantest in the city. Having no children of their own, Mr. and Mrs. Bishop take delight in giving enjoyment to the little ones of other family circles, as well as to the destitute children of the town. It is their annual custom on the anniversary of their marriage to give a lawn fete to the children of the Buffalo Orphan Asylum, and those little unfortunates look forward to these occasions with eagerness.



SAMUEL V. PARSONS.

SAMUEL V. PARSONS.

Mr. Samuel V. Parsons is a native of St. Johns, Newfoundland, which place he left in the year 1843 to seek his fortune in other climes. He worked in New-York for several years on the East and North rivers, and on the People's Line Steamers between New-York and Albany, before the Hudson River Railroad was built. In 1851 Mr. Isaac Newton made contracts with New-York parties to build two steamers—the Plymouth Rock and the Western World—at Buffalo for the Lake Erie trade, Mr. John Englis taking the contract for the hulls and L. & H. Crampton for the upper works and cabins. Mr. Parsons was engaged by the Cramptons to take charge of their portion of the work, and came to Buffalo in the early part of 1852 for that purpose. Before the contract was half through the Cramptons failed, and Mr. Parsons was employed by the president of the company to finish the steamers. These magnificent steamers were built on the bank of the creek, now called Buffalo River, nearly opposite the Erie Railroad depot, and when launched were considered the finest passenger boats west of New-York. They cost nearly half a million dollars.

About the time the steamers were completed, the attractions of Buffalo induced Mr. Parsons to resolve to make it his home. He started in the ship building business for himself and soon had all the work he could attend to. He was urged to pay his men in the then customary Buffalo way, half cash and half in store orders, but this he steadfastly refused to do, paying his men cash in full at the end of every week. He takes some pride in being able to say that he was the first man in his line of business to do so in Buffalo. Notwithstanding his course in this respect, the exactions of trades unions finally drove him into starting a ship-yard at Tonawanda, where, in company with Mr. John Humble, he did a general ship-building and rebuilding business from 1866 to 1878, and turned out some of the finest vessels then on the lakes.

Messrs. Parsons & Humble, in company with Mr. C. J. Mann, also built two floating elevators and operated them successfully in Buffalo. At large expense they built a basin large enough for one of the floaters and a canal-boat also; then the vessel to be discharged and the other floater were brought alongside and two legs were worked at once in the same vessel, giving a much quicker dispatch. This arrangement was a novelty at the time.

In politics Mr. Parsons is a Republican. He took an active part in the election of Mr. Lincoln, of whom he is and always has been an ardent admirer. In local matters he is independent, believing there should be no party strife in anything pertaining to the city's welfare. In the fall of 1882 a number of his friends urged him to accept the nomination for Alderman in the Tenth Ward. He at first refused but finally consented. His nomination was endorsed by the Democratic Committee, and he was elected. He acted as chairman of the Street Committee the first year of his term and the second year was chairman of the School Committee, on both of which he was faithful to his trust and gave to the public service a large part of his time.

He left the Council with a clear and honorable record, no suspicion of jobbery or corruption ever attaching to his official action. He declined a renomination tendered him by both parties. A short time afterward he received a beautiful and expressive acknowledgment from his friends in the public schools.

In December, 1854, he was united in marriage to Miss Sarah P. Thompson of Connecticut. Of this union eight children were born, six of whom survive. In religious matters Mr. Parsons is a Methodist, and is a member and trustee of the Delaware-avenue Church. He has been for many years connected with the charitable institutions of the city, and has served as treasurer and President of the Homœopathic Hospital.

Mr. Parsons has made marine surveying and appraising a special pursuit, and a large portion of his time is occupied in attending to such matters.

JOHN E. McINTIRE.

The railroad interests of Buffalo are of paramount importance, and the greatest monument any man can leave to his memory is to be identified largely with the building of the important trunk lines which go to make Buffalo a great transportation center. Such a man is Mr. John E. McIntire.

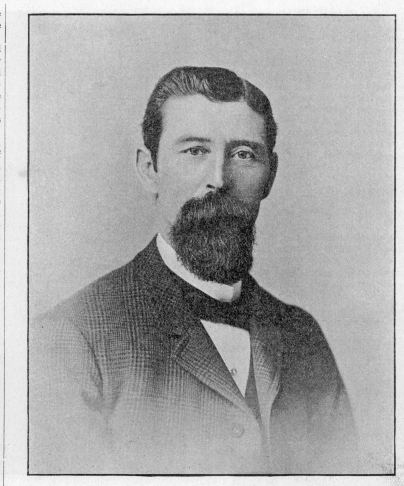
Born at White Lake, Ont., October 15, 1844, he grew up amid the woods from which he in after years gathered much of the timber with which his enterprises took shape. He was educated in the common schools of his native village, and was early apprenticed to the carpenter's trade, becoming a full fledged journeyman when he was but 18 years old. He did not prosecute his trade, but at once went into the employ of the Hudson's Bay Company, collecting fur from the Indians all around the Hudson's Bay region. When he became of age he removed to Waterbury, Conn., where for two years he worked at his trade. When he was but 23 years of age he took his first contract, the erection of the wood-work on the old Boston, Hartford & Erie Railroad, from Waterbury, Conn., to Fishkill on the Hudson. This finished, he took a contract on the Holyoke & Springfield Road, and then on the Providence & Springfield.

He was fast becoming known as an enterprising contractor, and to enlarge his sphere of work he removed to New-York in 1872, and took the entire contract for the timber work on the great Fourth Avenue improvement. He took the contract for all of the timber work on the Lackawanna and West Shore roads when they were building to Buffalo, and in 1882 his interests here became so large that he felt compelled to remove to this city, which has since been his home and head-quarters.

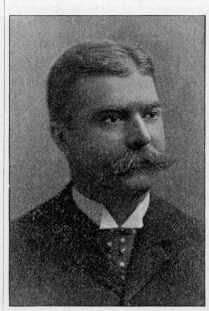
He built all of the trestles of the two roads mentioned, the city line of the Lehigh Valley, and the great Tifft Farm improvements. Besides these works, he has also built a large number of docks on the North River, and executed contracts on the Jersey Southern, the Savannah & Memphis, and many other large roads.

Mr. McIntire's interests continue to be vast and far-reaching. He has just finished building the Atchison, Topeka & Santa Fe Railroad from the Missouri to the Mississippi rivers and the Chicago, Burlington & Northern from Prairie du Chien to La Crosse, Wis., and he is now building the Charleston, Cincinnati & Chicago in North Carolina and South Carolina, the Cahawba Valley, from Selma, Ala., to Birmingham, Ala., and is also depressing the tracks in Fourth Avenue through the 23d and 24th wards, New-York.

Mr. McIntire's interests keep him traveling nearly all the time, superintending the various works on which he has contracts, and he has but little time for social pleasures. His chief delight is to take a trip on his steam-yacht, when he is not at home with his family, at his beautiful place at the corner of Prospect and Porter avenues. He has been at the front in many benevolent works, distributing his charity without ostentation but with care. In 1883 he contributed $500 to the sufferers from the flood in the Ohio Valley, and at his own expense superintended the distribution of Buffalo's fund to the relief committees along the river. He has done work in nearly every State in the Union, and believes strongly in Buffalo's future. His favorite argument with business-men who ask him to move to New-York is, "Buffalo is the best located city in the United States. You can close up your business in Buffalo any evening, and before banking hours on the following morning reach Chicago, New-York, Boston, Philadelphia, Baltimore, Washington, Pittsburg, Cincinnati, Detroit, Toronto, Montreal, Ottawa, Cleveland, Toledo, or any city within a radius of 500 miles of here." This, with the immense amount of business Mr. McIntire does in a year, tends greatly to advertise Buffalo and its interests.



JOHN E. McINTIRE.



JOHN H. SMITH.

For a decade or two past no man in Buffalo has been more active in minding other peoples' business, and at the same time more successful in gaining and retaining the good will of the entire reputable business community, than Mr. John H. Smith, the local manager of R. G. Dun & Co.'s Mercantile Agency.

Born in Portsmouth, England, in 1841, Mr. Smith first set foot on American soil at the tender age of five years. His parents sought a home in Canada, where after a few years both died, leaving the subject of this biography, a lad of ten years, only the legacy of a sound constitution and an inheritance of pluck. The educational opportunities of the orphan boy, meagre at the best, ceased altogether so far as schools were concerned when at the age of 13 he secured a place in a Kingston bookstore and resolutely took up the burden of self-support. Somewhat later he crossed the border, and for a time engaged in office work in Utica. After a few months he returned to Canada, and there in the attempt to secure congenial employment he successively clerked in a dry-goods store, kept books, assisted in the work of a law office, and set type. For seven years he worked at the case on the *Toronto Globe*, with occasional intervals of proof-reading.

In 1863 the business of mercantile reporting, then in its infancy, was brought to his attention, and foreseeing the important functions which these agencies were destined to perform in commercial affairs, he resigned a position worth $1,000 a year to take a $6 a week place in the Toronto office of R. G. Dun & Co. The new calling proved his proper vocation. Starting as an office clerk, Mr. Smith displayed such aptitude for the work devoiving upon him that in a short time he was promoted to the position of traveling reporter.

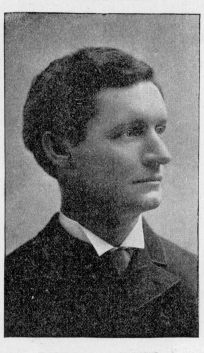
In 1866 R G. Dun & Co. decided to establish a Buffalo branch, and as an experiment Mr. Smith was sent here as manager. A small room in Spaulding's Exchange was adequate at the outset, but intelligent management and valuable service regularly rendered to all the patrons have caused the agency to expand until now, 22 years later, the offices occupy the entire ground floor of the eastern half of the Chapin Block. The Buffalo office is likewise the district headquarters for a chain of smaller offices, nine in number, established by Mr. Smith in Rochester, Auburn, Utica, Syracuse, Oswego, Elmira, Scranton, Binghamton, and Erie. All of these offices are prosperous and doing a good business.

A number of the most valuable features of R. G. Dun & Co.'s reference book and the other departments of the business were originally the suggestion of the Buffalo manager, among them the maps in the book and the useful marginal trade characters.

While the Mercantile Agency has received at all times the first attention and best efforts of Mr. Smith, he has not been inactive in other directions. No man has been more zealous in the work of spreading abroad the fair fame of Buffalo through the organized efforts of the Buffalo Business Men's Association, or more earnest in promoting the fortunes of the enterprises in which he is a stockholder. He is President of the Villa Park Land Company, Vice-president of the American Business College, and Vice-president of the Buffalo Germicide Company. He was recently nominated at the head of both tickets for President of the Buffalo Business Men's Association, but the pressure of other duties prevented his acceptance.

Unlike some sagacious but improvident men, Mr. Smith has not been content to play the unprofitable role of the weather-cock—forever pointing out to others the direction of the wind but never advancing in that direction himself. He was among the first to see and point out the peculiarly advantageous situation of Buffalo, the recognition of which by the railroads led to the energetic business awakening of ten years ago. The advance knowledge of new enterprises which has come to him through his calling has been turned to good account in the investment of his savings, and with full faith in the future growth of Buffalo his money has been turned over again and again in real estate, until now the aggregate of his possessions represents a fortune whose figures are neither few nor small. Among the individual projects which Mr. Smith now has in contemplation is the erection of a costly six-story brick and stone fire-proof office building on his Niagara street lot adjoining the new Zink & Hatch block on the east.

To Mr. Smith is due in no small degree the International Fair enterprise. He was the first to urge the value of a permanent Exposition in the counsels of the Buffalo Business Men's Association over a year ago, and through the discussions and outside efforts of the officers of the association the idea finally took practical form.

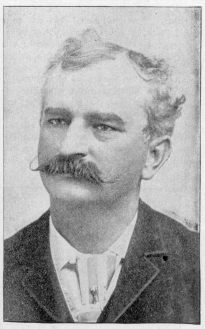


RICHARD A. WAITE.

No one can contemplate the stately proportions and admire the splendid interior arrangement of the new Music Hall without a desire to know something of the architect of this noble structure, Mr Richard A. Waite. Mr. Waite was born in London, England, May 14, 1848, and is a descendant of an old Somerset family who have borne their arms, crest, and motto since 1612. One ancestor was the Rev. D. G. Waite, LL. D., F. S. A., and another the Rev. R. Waite, LL. D., A. M. In the year 1856 Mr. Waite's father emigrated with his family to America, and after a brief experience in New-York came to Buffalo. Thus the boyhood and school-days of our subject were passed chiefly in this city. Having a distaste for a college career, Mr. Waite began quite early in life to learn the machinist's trade in conformity with the wish of his father that he should fit himself for the profession of a mechanical engineer. After three years experience in the workshop, he entered the draughting department of the largest marine engine works in New-York City, and while there employed was first led to contemplate architecture as a profession. An exceptional opportunity to engage in the new calling presented itself in the office of one of the leading metropolitan architects, and he there acquitted himself so well that the engagement was made permanent. This business relation continued some years, when Mr. Waite was led to the conclusion that it was expedient to devote his time and talents exclusively to his own work.

Mr. Waite was first brought to public attention while visiting in this city in 1872. Being invited to prepare a suggestive exterior design for the City and County Hall in place of the one accepted, he submitted a perspective of which the local press said: "Although hampered by the foundations as laid, his design is in harmony with the popular idea of what a great city hall should be—handsome, compact, noble in its proportions, and with a striking character of its own." In the fall of 1873 Mr. Waite was engaged to prepare the plans and superintend the erection of the Buffalo German Insurance Company's building, and before the completion of this attractive and permanent iron structure he was commissioned to erect what was in its day Buffalo's proudest architectural ornament—Pierce's Palace Hotel, which was destroyed by fire in February, 1881.

Each year thereafter brought its full quantum of work. Among the structures which he designed were office and bank buildings, hotels, stores, theatres, schoolhouses, and fine dwellings in this and other cities. One of his masterpieces is the new Music Hall, which contains much that is unique and is generally conceded to combine more points of excellence than any other great public hall in America. The chief work which is now engrossing Mr. Waite's attention is the new Parliament and Departmental building of the Province of Ontario at Toronto. The details of this vast and complex structure, together with the requirements of several fire-proof bank and office structures which he makes his specialty, have compelled him for some months to decline all new work, among those offered having been a number of large structures in this and other cities. It is Mr. Waite's safe rule to undertake no more than he can personally perform or supervise. Accordingly, while his work displays a decided versatility, it is all characterized by an impulse toward the massive and grand, every one of his buildings being expressive in elevation, well arranged in plan, and permanent in construction.



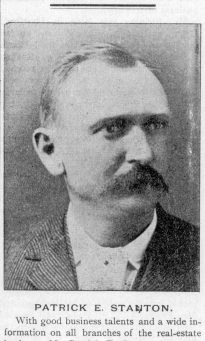
W. S. GRATTAN.

There are but few men in this city who in their chosen line command the respect that is given to Mr. William S. Grattan, one of our most energetic contractors. He was born June 8, 1846, near Stroudsburg, Pa., and after receiving a fair education in the district schools of his native place, spent two years at the Blairstown (N. J.) academy. The times were not such as to allow the young man to finish his education, and he took employment as a clerk in the store department of the Lackawanna Coal & Iron Company. In January, 1867, he left there to take a better place in the coal way-bill office of the Lackawanna, where he soon rose to the responsible position of chief clerk. In July, 1870, when the Utica & Chenango Valley was being built, he was transferred to the engineer's department, and took charge of the supplies and carpenter work for the company. His work attracted the attention of Henderson & Dougherty, a strong firm of railroad contractors, who induced him to enter their service in March, 1871, when they were at work on a ten-mile contract on the New Haven & Northampton road. About December 1, 1871, he went to Kingwood, N. J., where he took charge of the masonry and cutting of a big rock-bed for the firm, who had the contract from the Montclair Midland road. He worked on several pieces of work afterwards, and in 1874 and 1875 was employed on the Fourth Avenue improvement in New-York. In the fall of 1876 he became foreman of masons for the New-York Elevated Road in the construction of their Third Avenue line, afterwards taking the place of chief dispatcher, which he held during 1878 and 1879.

In the fall of the latter year he went to Northampton, Mass., and took charge of 18 miles of road then building by Smith & Ripley. In 1880 he took charge of six miles of the New-Haven & Northampton road at New-Haven for Smith & Ripley. In 1881 he began contracting on his own account, taking seven miles of the Lackawanna road near Batavia. This finished, he came to Buffalo and superintended the mason-work being put up for the Lackawanna by Smith & Ripley and J. P. Andrews. In the winter of 1882–3 he took charge of all of the Erie County work for Messrs. Peterson & Beckwith, and in March of the following spring began building the Lackawanna shops at East Buffalo.

Since then he has been engaged in many large enterprises on his own account, among them being the erection of the big Lackawanna trestle at East Buffalo, the rebuilding of the docks and relaying of tracks for the Lackawanna at the foot of Main Street, and many similar enterprises.

Mr. Grattan is a Master Mason of high standing, being attached to Architect Lodge of New-York City. He is preparing to soon occupy a very handsome dwelling recently built by him at the corner of Ellicott and Goodrich streets.



PATRICK E. STANTON.

With good business talents and a wide information on all branches of the real-estate business, Mr. Patrick E. Stanton has built up an extensive trade, although he began business as a real-estate broker only five years ago.

Mr. Stanton was born in Ireland in 1847, and has lived in Buffalo since 1852. He was formerly engaged in the furniture business.

The West Side has been the field of Mr. Stanton's operations. In his estimation Black Rock lots are little gold mines. In spite of the facts that it is Presidential year, and that real-estate speculation is quiet, this enterprising agent is selling land rapidly. He sold a tract of 85 acres as far as three-quarters of a mile north of the city line only a few weeks ago. It is his prophecy that the out-skirts on the West Side will be rapidly built up with factories and dwelling-houses, and consequently that there is the place to buy lots.

Mr. Stanton has a number of good tracts for sale at reasonable prices; especially one on Hertel Avenue, of 22 acres, which would make a splendid location for a manufactory. He offers some land on the Military Road, which would make a good investment for some one; also lots on Amherst Street, near McPherson and Logan streets.

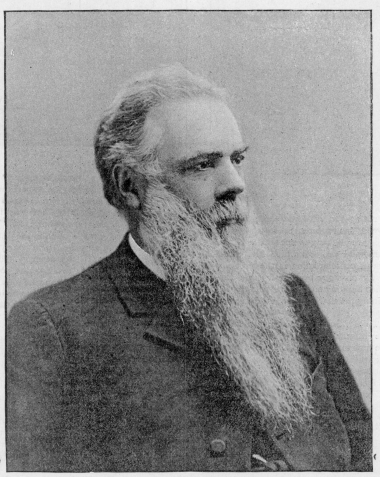
WHAT MAY BE.

If there should some day be an *edition de luxe* of this Souvenir Number, with plentiful time for preparation and execution, what a Souvenir that would be!

WILLIAM W. SLOAN.

A prominent representative of one of Buffalo's greatest interests—the malting industry—is Mr. William Wilson Sloan. He is of the North-of-Ireland stock which has furnished so many enterprising and desirable citizens to this country, and was born in Belfast, July 6, 1831. The first seventeen years of his life were passed at home, in school, and at work on an uncle's farm. Then he emigrated to America, reaching Buffalo May 6, 1849. "I stopped here," he said, to a friend lately, "for two reasons. First, there were no railroads running further west; and second, when I got here I had only a British shilling left in my pocket. I began business then and there on my capital of a shilling."

Mr. Sloan's present extensive business interests bear witness that that shilling has borne abundant fruit. In December, 1856, he bought the property known as the Gilman & Barton brewery at the Hydraulics. In 1870 he took down the brewery and erected on the site a malt-house which, at the time of completion, was the largest in the city. Besides being a leading maltster, Mr. Sloan is vice-president of the Thomson-Houston Electric Light and Power Company; a trustee of the Board of Trade, and chairman of the committee on finance; and chairman of the grain-inspection committee of the Merchants' Exchange.



WILLIAM W. SLOAN.

In 1863, as a member of the 74th Regiment, New-York Volunteers, he went to the front. From the Potomac his regiment was ordered to New-York to quell the riot. From that service he came home with a fever which kept him in bed twelve weeks. His only boy took the fever and died within a week. "That expedition," says Mr. Sloan, with earnest patriotism, "cost me my only son and $17,000. The Government paid me $26; yet the cost was not too much for the country I love!"

On October 27, 1856, Mr. Sloan was married to Miss Eliza Sims, daughter of Captain Elias Sims of Cleveland, Ohio. Six children were born to them, of whom three are now living. In 1885 Mr. Sloan built the beautiful house where he now resides at No. 869 Delaware Avenue. He is a member of the Buffalo Club. A public-spirited citizen, full of devotion to the interests of the city in which he is so well known and which esteems him so highly, Mr. Sloan is emphatically "a man to swear by."

GEORGE ALFRED STRINGER.

The name of George Alfred Stringer, the senior member of the firm of Stringer & Cady, has been long and honorably associated with the fire and marine insurance business of this city.

Mr. Stringer was born in Hartford, Conn., and claims direct descent on his mother's side from John Alden of Plymouth Rock fame. His father was of English origin. From the cradle until he reached the age of 16, the boy received every educational advantage which private schools and private instructors could afford, but while preparing for college his father met with business reverses which threw the son upon his own resources and compelled him to abandon all thoughts of a professional career.

At this juncture he was offered and accepted a place of trust and responsibility in this city. Shortly after arrival he entered the office of Rounds & Hall, at that time a leading insurance firm, taking at the outset the post of cashier and chief clerk, and in due season rising to a junior partnership, the firm being then known as Rounds, Hall & Co.

In 1867 Mr. Thomas G. Perkins, a veteran insurance agent, died, and his business passed into the hands of Mr. Stringer and Mr. Frederick L. A. Cady, who severed their other business connections to form the firm of Stringer & Cady. For 21 years this firm have been taking fire and marine risks, and in the extent of their acquaintance, the volume of their transactions, and their reputation for fair-dealing they rank with the first insurance firms here or elsewhere.

Mr. Stringer, now in the prime of life, is known as a man of cultivated literary taste, which finds expression in one of the most valuable private libraries in the city. As a partial result of his studies, he has published two books, and has likewise contributed occasionally to the local press. Mr. Stringer is also something of an art connoisseur, particularly in etchings, and rejoices in a fine collection, of which two Rembrandts are the pride. He has broadened his general culture by extensive European travel, having been abroad several times.

Mr. Stringer was one of the incorporators of the Charity Organization Society, and has been connected with many other local enterprises of a literary or benevolent character. For eight years past he has been a vestryman of St. Paul's, and has frequently represented the cathedral parish in the Diocesan councils. In every relation of life Mr. Stringer is an exemplary and esteemed citizen.

He is married to a daughter of the late Judge Jesse Walker, and lives in the stately old homestead on Georgia Street.

GEORGE ALFRED STRINGER.

DAVID BELL.

Are there many men of whom it could be truthfully said that they have given the city more than they have received from her? Probably not. But Mr. David Bell is undoubtedly an exception. He has made a name here, and has the good will of every one who knows him. In return he has helped make Buffalo's name. He not only built the first tug-boat, the first elevator engine, the first marine engine for propellers, but it was he that built the first iron propeller on the lakes, and the first and only iron revenue cutters ever built in Buffalo; also the first locomotive in Buffalo. He was largely instrumental in organizing the Mechanics' Institute and was its first President.

Especially interesting at this time is the fact that it was mainly due to Mr. Bell that the Mechanics' Institute held the first International Exhibition in Buffalo, in 1869, and that it proved a grand success. He worked hard and infused into his associates much of his own zeal and energy, and the results bore abundant evidence to his sound judgment and great executive abilities. The receipts were over $18,000, and after all expenses were paid there remained a balance of $4,500 on hand. It was in that year, 1869, that Mr. Bell was the first choice of the Republican delegates for the Mayoralty. His unselfishness is shown in his reply to the chairman of the convention, declining the honor, and giving as his reason: "My duties in connection with the Exhibition engage every moment of my time, and are likely to do so for some weeks to come." That letter was printed in the *Commercial Advertiser* of October 21, 1869, accompanied by an editorial from which the following is clipped:

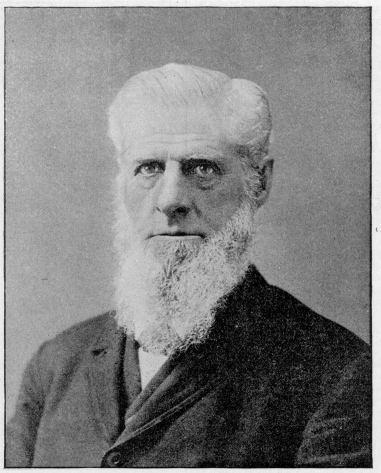
"While we cannot help expressing profound regret, speaking for the party, at the decision arrived at by Mr. Bell, we cannot either help admitting that he decided wisely, so far as his own interests are concerned; for had he acceded to the very general wish, he would doubtless have been elected, and as he is one of that rare sect of men who cannot assume a duty without endeavoring conscientiously to discharge it, the tax upon his time involved in the Mayoralty would have been extremely detrimental to the large and important manufacturing establishment of which he is the proprietor and astute manager."

Mr. Bell was born on December 7, 1817, in Amisfield, Dumfriesshire, Scotland. At 17 he was apprenticed to the trade of a millwright, and at 24 he sailed for this country. The next year, 1842, found him in Buffalo, employed at the Buffalo Steam Engine Works. Three years later he formed a copartnership with Mr. William McNish, under the firm name of Bell & McNish. They had little capital, but invaluable grit and experience, and soon began to make the business pay. One of their first undertakings was the building of a steam engine for the Dart elevator, the first elevator engine ever built. The firm branched out rapidly, building powerful marine and tug engines.

In 1850 the firm was dissolved and Mr. Bell continued the business alone till 1854, when he rented his shop to the Buffalo Steam Engine Company and became superintendent of the works. The next year he took hold for himself again. Fire soon after completely swept away his establishment, just after the insurance policy had expired. Undaunted, Mr. Bell built the spacious foundry he now occupies on Norton, Peacock, and Evans streets.

It was Mr. Bell who built the steam-tug and canal-boat fleet which made such a triumphant voyage over the Erie Canal at the time steam was first successfully brought into use to propel boats. It was in 1858, and Mr. Bell, as the commodore of the little fleet, took it down to Rochester, where Gov. King and a distinguished party embarked, and were brought triumphantly up to Buffalo. In 1861 Mr. Bell began to build the first iron propeller ever launched on the great lakes. It was a perfect success, and more were ordered.

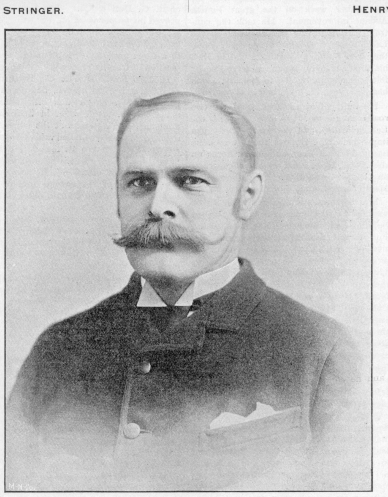
When the War of the Rebellion broke out Mr. Bell was one of the first to render material aid to the Federal cause. His handsome, swift, and powerful tug-boats were about this time making a stir in the world. The Government gladly purchased several of them, and it was a tug he had built that was engaged in towing the old "Constitution" at the time she was scuttled off Newport News. He likewise built the tug that was used as a transport on the James River and around Norfolk, and it was this historic tug that carried the information to President Lincoln and members of his Cabinet at Fortress Monroe, that resulted in the eventual destruction of the Confederate ram "Merrimac," in Norfolk harbor.



DAVID BELL.

In 1865 Mr. Bell began to build locomotives. He created additional shop facilities, put in new and improved machinery, and energetically went to work, his first locomotive being for the Erie & Pittsburgh Railroad. As a deserved compliment to the builder, it was named the "David Bell." It was the first locomotive ever built in Buffalo, and its trial trip to Dunkirk was the occasion for a great celebration by the citizens of Buffalo.

Not the least of Mr. Bell's enterprises has been the invention of a steam hammer, which has become deservedly popular. Among his latest work has been the construction and fitting out of the fire-tug for the city, which has already done good service and is admitted by competent judges to be the best of that class of boats yet constructed here or elsewhere.



HENRY C. HOWARD.

HENRY SMITH.

One of the foremost and best known builders of this city is Mr. Henry Smith. He was born in Hamilton, Ont., in 1837, and at the age of twelve removed to this city with his parents. His education had been begun in the common schools of Canada, but was finished in the public schools of Buffalo. On leaving school he was apprenticed to Bidwell & Banta, one of the foremost ship-building firms then on the lakes. In the shops and yards of this firm he received a training and gained a practical experience in his trade such as is rarely obtained. In those days it was not sufficient to learn one branch of the trade to be enabled to set up as a master. The mechanic was obliged to know what he professed to be, and if he was in any way incompetent he had little chance of finding employment. The apprenticeship was thorough, the training exhaustive, and the result was that only first-class workmen were turned out. After serving his time and becoming an expert journeyman carpenter and joiner, Mr. Smith, in pursuance of his design of perfecting himself at his trade, entered the pattern shop of the Shepard Iron Works and remained there for the period of six years. By this time his reputation as a good workman had been developed to such an extent that he was assured of patronage if he should set up business on his own account. The firm of Colson & Smith was formed and the members began work. Their first location was in a limited room in the *Courier* building at the head of Carroll Street. The partnership did not continue long, but the business grew from the beginning, and in 1868 it became necessary to remove to larger and more suitable quarters. The location then chosen is the same now occupied by Mr. Smith, Nos. 36 and 38 Washington Street. Mr. Smith began business as a general jobber, but his work was so uniformly successful and satisfactory that he was at length induced to take building contracts. Since that time the bulk of his business has been as a contractor. His work has been of the highest character, and the general satisfaction it has given is attested by the fact that his contracts are increasing in size and number. In facilities for doing good and rapid work Mr. Smith has a decided advantage over competitors. The greater part of the work at his shop is done by machinery. A specialty is made of fitting up offices and private houses in the most thorough and artistic style. In dealing with Mr. Smith the plans and outlines are drawn by the contractor himself. At his shop on Washington Street there is always kept on hand a large stock of builders' supplies, and owing to the fact that he buys all of his stock in large quantities he is enabled to give the customers the materials at a reduced rate proportionate to the discount given to wholesale buyers. Mr. Smith has taken several large contracts during the past few years, and all have been successfully and satisfactorily carried through. The Express Building, after the fire of 1885, was rebuilt by him. All the freight houses at this end of the West Shore Railroad are his work. The largest of his recent contracts is the new Exposition Building for the International Fair. This building is the largest one of its kind in the world, and when it is remembered that it was to be completed within three months of beginning the work, the magnitude of the task undertaken will be appreciated. The immense operations involved in the construction of this monster building were carried through without hitch or accident, and at the stipulated time the completed structure was turned over to the company.

Mr. Smith's success in this and all prior undertakings demonstrates that he is a man of rare judgment and business sagacity.

HENRY SMITH.

HENRY C. HOWARD.

Buffalo enterprise is not confined wholly within the corporate limits of the city, but, reaching out beyond the municipal boundaries, is helping to develop Chautauqua, Tonawanda, Niagara Falls, and nearly all the smaller villages within a radius of 25 miles of the City Hall. Among the honored residents of this city whose business is located elsewhere, one of the foremost is Mr. Henry C. Howard, President of the Bank of Niagara at Niagara Falls.

Mr. Howard is the only son of Mr. Ethan Howard, the pioneer dry-goods merchant. He was born in Buffalo, September 20, 1847, and obtained his early education in the common schools and private institutions of learning, chief among the latter being the school conducted by the Rev. J. F. Ernst.

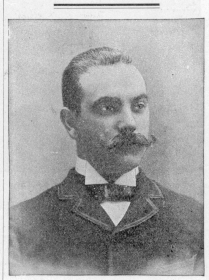
At the age of 19, having completed his scholastic course, he began business life as the junior partner of the dry-goods firm of Flint, Kent & Howard, with whom he remained two years. Owing to ill health he then withdrew from the firm, and, buying a fruit farm on the bank of the Niagara River, near La Salle, went there to reside. It was only a few months before the bracing country air and the recuperative influence of rural life had restored him to his native vigor. Nevertheless, finding the business which he had first adopted because of its remedial virtues congenial to his tastes, Mr. Howard continued to till his farm, which he had named "Riverview," for the next seven years.

In 1876 Mr. Ethan Howard was obliged to take a European tour on account of his health, and management of his large property devolved upon his son. This brought him back once more into the circle of city life, and thenceforward Riverview became simply the summer retreat of the family—and a most delightful summer home it is.

In 1880 Mr. Howard assisted in building some of the narrow-gauge railroads which were pushed forward into remote sections of Pennsylvania from the B., N. Y. & P. Railroad, as feeders to the main line. Mr. Sherman S. Jewett was the President of the railroad at this time, and the story of its extrication from financial entanglements is told more fully in the biographical sketch accompanying his portrait.

At the time of the establishment of the Bank of Niagara, in 1882, Mr. Howard was elected its President, which position he has continued to hold up to the present time. Under his able executive management this financial institution has been prosperous beyond the expectations of its founders. The bank does a large business, pays regular semi-annual dividends, has a handsome and increasing surplus, and has met with very few losses. Mr. Howard is also vice-president of the Bank of Suspension Bridge, which is prosperous in a proportionate degree with the Bank of Niagara.

Mr. Howard married Miss Jennie M. Jewett, the youngest daughter of Mr. Sherman S. Jewett, in June, 1869, and a family of four children enliven their home life.



C. LEE ABELL.

The commercial prosperity of a city is assured if its business interests are managed by capable, enterprising young men. A well-known member of the younger generation of business-men of Buffalo is C. Lee Abell of the brokerage firm of Donaldson & Co. Mr. Abell is a Buffalonian by birth, and for the larger part of his life has been a resident of his native city. He was born on the 4th of October, 1856, and received his education at the city schools of Buffalo and at Hellmuth College in London, Ont. Leaving college at the age of 16, Mr. Abell entered the employ of C. A. Blake & Co., wholesale miners and shippers of coal, with whom he remained for some five years. For the next two years he was in the service of the Western Elevating Company. He resigned his position shortly after the discovery of the Bradford oil-field, and went to Bradford, where he accepted an engagement tendered him by the National Transit Company, through Daniel O'Day, its manager. He remained in this field for the succeeding year and a half. At this time the first pipe-line to Buffalo was begun, and the headquarters of the company were established here.

Mr. Abell came here as clerk to the superintendent of the line. After the completion of the work he resigned to assume the superintendence of the construction of the Marine Elevator, which his father and Mr. O'Day were building. He was entrusted with the subsequent management of the property, which trust he holds at the present time. In 1880 he entered the brokerage business with W. R. McNiven, and remained in that firm until 1884, when a consolidation was effected with John A. Donaldson, under the firm-name of Donaldson & Co. Mr. Abell has remained with the new firm until the present time.

Mr. Abell has long taken an interest in all that pertains to military affairs, and is a firm believer in the desirability of maintaining a well-drilled and thoroughly equipped militia. He was one of the organizers of the Buffalo City Guards Cadet Corps and is captain of Company "C" in the 74th Regiment. He is also the military commander of the Cleveland Democracy, and is striving to develop that body into a fine marching organization.

A bright, active business-man, C. Lee Abell is a worthy representative of the young men of Buffalo, and a creditable example of their enterprise and energy.

CHARLES E. WALBRIDGE.

Mr. Walbridge was born in this city July 24, 1841, and was one of a large family of whom his brother Harry and himself are the only members now residing in Buffalo.

His father, George B. Walbridge, was one of the most enterprising business-men of our then youthful city from about the year 1833 until his death, being first in the wholesale grocery business near the foot of Main Street and subsequently engaging in the lake transportation business.

A steamer of "Walbridge's Line" left daily for Cleveland and intermediate ports, and Mr. Walbridge was also builder and owner of a large number of steamers and vessels employed in the upper lake trade. He was actively engaged in benevolent as well as business enterprises, was president of the Board of Trade in 1849, and died in 1852, at the early age of 38, widely beloved and respected as a Christian gentleman.

Mr. C. E. Walbridge's mother, whose maiden name was Wilhelmina Colson, was born in this country, although of German parentage; her father, Carl Von Colson, being a minister of the Lutheran church. Mrs. Walbridge died in this city a few years since, mourned by a large circle of friends.

The subject of this sketch left school soon after his father's death, and as a very small boy entered the service of Messrs. Pratt & Co., at that time one of the most extensive hardware firms in the entire country. He remained there, gradually acquiring a knowledge of the business, until the breaking out of the War.

In September, 1861, he enlisted in the 100th Regiment, N. Y. Volunteers, and was made Second-Lieutenant of Co. H. He served with his regiment throughout the entire "Peninsular Campaign" of 1862 under McClellan, and in July of that year was promoted to be First-Lieutenant.

When, in December, 1862, the 100th Regiment was ordered South to take part in the operations against Charleston, Lieut. Walbridge was detailed as Brigade Quartermaster.

In February, 1863, he was commissioned Captain, and assumed command of his company, but in the following July was again detached and made Chief Quartermaster of the district of the Stono. In this capacity he had charge of the disembarkation of the troops, supplies, and heavy ordnance used in the memorable seige of Sumter and the other forts of Charleston Harbor.

After the ceasing of active operations in that quarter, Capt. Walbridge was ordered to Florida, and acted as Chief Quartermaster of that district until the withdrawal of the troops to join Gen. Grant in Virginia in February, 1864, when he was sent to Gloucester Point, Va., to take charge of the disembarkation and fitting out of the troops as they arrived from the South. When the movement up the James River took place a few weeks later, he was stationed on the river at Bermuda Hundred as Depot Quartermaster of the Army of the James, having been previously regularly appointed as an A. Q. M., thereby vacating his commission in the 100th Regiment.

As Depot Quartermaster his duties comprised the charge of the fleet of steamers, vessels, and tugs attached to the depot; also of extensive repair shops, wagon trains, supplies of coal for the steamers, forage for the animals, and warehouses full of intrenching tools, clothing for the troops, and the other innumerable articles necessary for the supply of a great army, with a force of nearly one thousand civilian employes as pilots, stevedores, mechanics, clerks, storekeepers, laborers, &c.

In the winter of 1864-5 Capt. Walbridge shipped the two Fort Fisher expeditions, each requiring a fleet of over thirty steamers, many of them being of the largest class. The first expedition, under Gen. Butler, was a complete failure; the second, composed of precisely the same troops, with Gen. A. H. Terry as commander, accomplished its purpose, viz., the taking of Fort Fisher and the city of Wilmington.

In the early part of 1865 Capt. Walbridge was breveted Major for "faithful and meritorious services." When the campaign which ended in Lee's surrender was about to commence, Major Walbridge was relieved of duty as Depot Quartermaster and ordered to the front, but while engaged in transferring the property of the depot to his successor was ordered by a telegram direct from the Secretary of War to report to Gen. Terry in North Carolina. Arriving there, he learned that he had been appointed Chief Quartermaster of the Tenth Army Corps, with the rank of Lieut. Colonel, being probably the youngest Corps Quartermaster in the service.

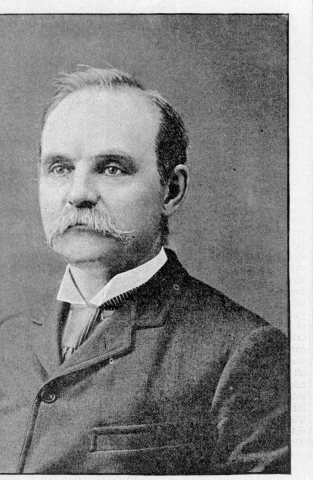
Col. Walbridge remained on duty in North Carolina until he resigned in Oct., 1865. On his return to Buffalo in 1866 he re-entered the service of Messrs. Pratt & Co., where he remained—the last two years as "buyer" for the establishment—until 1869, when he bought out the retail hardware business of Messrs. Hadley & Nichols, whose store was located on Main Street, just below Swan. Needing more room as the business developed, in 1873 he removed to the Sherman block on Washington Street, now occupied by Messrs. Powell & Plimpton. In 1879 a lease was made with Dr. C. W. Harvey of the property corner of Washington and South Division streets, and the present building was erected.

In 1884 the firm of Walbridge & Co. was organized, Mr. Harry Walbridge becoming a partner, and Mr. George A. Bell of Brooklyn, who had been a special partner since the business started in 1869, retaining his interest. January 1, 1887, Walbridge & Co. purchased the entire stock of shelf hardware, and the good will of the firm of Pratt & Co., who then retired from the hardware business after an honorable career of half a century.

Walbridge & Co.'s trade has steadily increased in volume, and they now claim to do a larger hardware business than any other house in the State outside of New York City. In addition to their stores Nos. 317, 319, and 321 Washington Street, they occupy for the storage of heavy goods and surplus stock the four-story warehouse, No. 80 Main Street. About two years ago they leased the Fillmore Avenue foundry, and have since operated that establishment in addition to their hardware business.

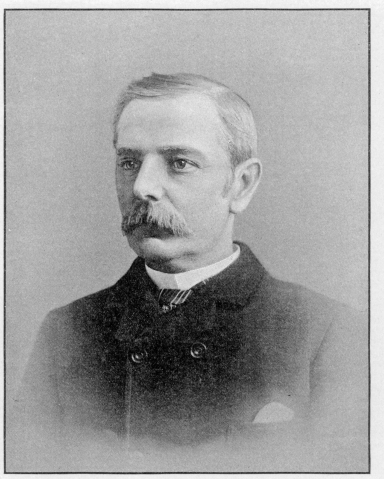
Mr. Walbridge has always been a supporter of the Republican party. In the Garfield campaign, when three fine regiments of veterans were organized in this county, he was elected to command the brigade with the honorary title of Brigadier General. The "Erie County Union Veterans" rendered most efficient service, and their parades were acknowledged to be among the finest demonstrations of the campaign.

Mr. W. is firm in his belief that the principles of the Republican party will triumph, and that Harrison and Morton will be elected in November.

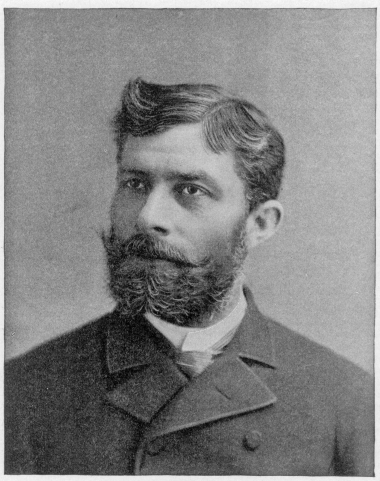


CHARLES E. WALBRIDGE.

JAMES MOONEY.



ELIHU A. SPENCER.



STEPHEN F. SHERMAN.

JAMES MOONEY.

The fair reputation and social eminence which some men enjoy is founded upon the wealth they have accumulated, while the prominence of others is a just recognition of their deep devotion to some worthy cause. Rarely are the two reasons for distinction, so essentially different, found combined in the same individual.

Buffalo, however, presents at least one such instance. Ask any well-posted citizen to name a Buffalo man who has made a large fortune by judicious real-estate deals, and the answer will pretty certainly be James Mooney. Ask that same citizen to indicate the most ardent and untiring devotee to the Irish cause in the city, and again the answer will be James Mooney.

Mr. Mooney was born in Ardetegal, Queens County, Ireland, June 29, 1838. His parents belonged to the prosperous class of farmers, and the family was noted throughout the region for the patriotic impulses of its members. One ancestor had been executed in 1798 as "a rebel," and the wrong of his ignominious death had never been forgiven.

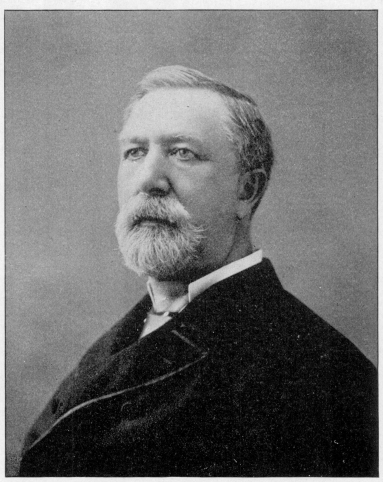
When James was five years old his parents, deeming the new world more fruitful than the green fields of the Emerald Isle upon which had fallen the blight of British misrule, emigrated to America, settling at Dundas, Ontario. Here their son was educated in a private school, and here it was he first became familiar with the sad history of his native country, and through listening to the tales of cruel evictions and the tearful recital of sorrows and sufferings by the exiles, became deeply imbued with detestation of the system of misgovernment from which Ireland has so long suffered.

Later on the family came to Buffalo, and Mr Mooney finished his education in the public schools, and began his business career as an accountant for a Tonawanda lumber firm. This was followed by a clerical position in the office of the Receiver of Taxes and a few months of legal study in the office of the Hon. Charles D. Norton.

At the age of 23 Mr. Mooney first launched into the real-estate and insurance business which for 27 years has been his vocation. Industrious, sagacious, and cautious, a keen reader of human nature, and an excellent judge of property valuations, his real-estate ventures, with scarcely an exception, have been crowned with success. At the present time he is half owner of the large Arcade Building, while his other property possessions are scattered through every ward in the city.

Although he has steadfastly refused to become a candidate for political office, Mr. Mooney has held many positions of honor and trust. He is one of the Commissioners of the State Reservation at Niagara Falls, Chairman of the Committee on Grounds and Roads of the Park Commission, President of the Real-estate and Brokers' Exchange, and a stockholder in a dozen corporations and flourishing business enterprises.

Although deeply sympathizing with the Irish people in their struggle for home-rule, it was not until 1879 that Mr. Mooney became a member of the Buffalo branch of the Land League. In that year Charles Stewart Parnell and John Dillon visited this city. The splendor of the ovation tendered the distinguished leaders was due chiefly to the influence and energy of Mr. Mooney, and at the meeting which they addressed nearly $7,000 was subscribed. Two years later Mr. Mooney became the President of the Irish Land League of America, and continued to hold that exalted office with honor to himself and satisfaction to all the friends of Erin until finally the organization was merged into the Irish National League. The full story of his wise, and progressive, and efficient administration is best told in the Hon. T. P. O'Connor's famous book, "The Great Irish Struggle."



DARWIN E. MORGAN.

DARWIN E. MORGAN.

Mr. Darwin E. Morgan, the carpet dealer, is a striking illustration of the close association in the popular mind of some men's names with their vocations. No long-time resident of Buffalo ever hears the name "D. E. Morgan" without visions more or less vivid of rich floor coverings, draperies, and decorations; nor does one hear of carpets and draperies without thinking of Mr. Morgan.

To the manor born, many of the old settlers of Buffalo will recognize him as one long and favorably identified with the carpet interests of the Queen City of the Lakes, where, after a residence of more than half a century, we find him at the head of the firm of D. E. Morgan & Son, exclusive dealers in carpets, draperies, and decorations.

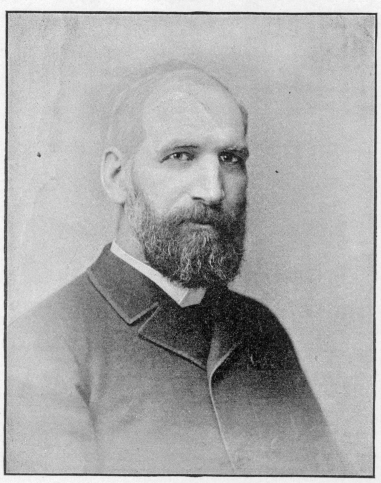
Mr. Morgan's first business essay was a clerkship in Atkins & Chamberlain's Main-street dry goods house, which was followed by similar employment in T. Parson's "Canadian Store." Somewhat later, Mr. W. B. Bishop, the proprietor of a dry-goods house on the west side of Main Street, opened a carpet department on the second floor of the Sherman Building, No. 259 Main Street, with Mr. Morgan in charge of it. Thus it appears that the subject of our sketch began his carpet experience in the very structure which now, forty years later, is occupied in its entirety by the firm in which he is the senior partner.

In 1861 Mr. Morgan was installed as manager of the carpet department of the Sherman & Barnes dry-goods house, which at that time occupied the entire Sherman Building. When the business finally passed into the hands of Barnes, Bancroft & Co., Mr. Morgan withdrew from the employ of the house and formed a co-partnership with L. H. Chester, under the firm name of L. H. Chester & Co., to deal in dry goods and carpets.

In 1882 Mr. Morgan retired from this firm, and in company with his son, Mr. W. K. Morgan, opened a carpet and drapery establishment at No. 331 Main Street. The volume of trade which came to this store increased so rapidly that in 1885 a removal to larger quarters became an imperative necessity. Accordingly the Sherman Building was leased for a term of years, and the interior remodeled into an elegant and commodious store, admirably adapted in all its appointments to the requirements of the business.

An outgrowth of this establishment is the Morgan Furniture and Decorative Company Limited, whose business is confined to the manufacture of special pieces of decorative furniture, carved mantels, Moorish grille and Japanese fretwork, and other specialties pertaining to modern fashions in house adornment. Of this company Mr. D. E. Morgan is President, Mr. W. K. Morgan Vice-president, and John Fero Treasurer, the three officers holding most of the stock.

Mr. Morgan is one of Buffalo's substantial citizens. He has been identified with the commercial life of the city for more than a quarter of a century, and is the oldest carpet-man in Buffalo. He is also prominently identified with the Masonic fraternity, having been at the head of all the branches of the order. Everywhere he is recognized as a liberal and public-spirited man who takes a deep interest in the development of his native and growing city.



CHARLES B. MATTHEWS.

CHARLES B. MATTHEWS.

In this monopoly-burdened age it is gratifying to know that the reign of corporations and trusts is opposed by some stout champions of individual rights. Mr. C. B. Matthews has won a national reputation for his determined resistance to the operations of the Standard Oil Company and its numerous branches.

Although Mr. Matthews has been for a long time prominently before the public in his contests with encroaching corporations, he is still a young man. He was born in Wyoming County, this State, in 1845. His home was on his father's farm, about one mile south of the village of Wyoming. His early life was similar to that of the average farmer-boy, and when in 1869 he removed to Kansas, he engaged in farming as his principal business, although he traded to some extent in real estate. The influence of his early associations has always clung to Mr. Matthews, and he still takes as keen an interest in farming as though he followed the business for a livelihood.

Returning to the East in 1873, he located temporarily in Butler Co., Pa., where he was actively engaged in producing oil. His ventures in the oil country were in the main successful. His first investment after leaving the oil country was the purchase of the old farm in Wyoming County where he had passed his boyhood. This property he still owns. This was in 1878. At that time it was thought that oil in paying quantities might be struck in that region. Mr. Matthews leased 15 000 acres in the vicinity of his own property in the interests of Rochester capitalists, and superintended the boring of the test-well. Oil was not struck, but the celebrated stratum of Wyoming salt was penetrated by the drill, and the great salt industry of Western New-York was the outcome of the discovery.

Coming to Buffalo in 1881, Mr. Matthews organized the Buffalo Lubricating Oil Company, which immediately entered upon the manufacture of lubricating and illuminating oils. It was at this time that the contest with the Standard Oil Company began. Suit after suit was brought in the courts by the great monopoly against the new company, and it is said to have been stated by one of the Standard officials that a suit would be begun every month, and if this was not sufficient to destroy the new company, then every week.

Of the multitude of suits brought against Mr. Matthews's company, only one was decided in favor of the Standard Oil Company, and in that instance the plaintiff was awarded a verdict of six cents. Convinced that these suits were a part of a design to ruin his industry, Mr. Matthews brought suit against several prominent Standard officials for $100,000 damages, and obtained a verdict of $20,000. The Standard Oil Company subsequently obtained a new trial, during which facts were developed which led him to begin another suit, this time for $250,000, against his opponents. This suit was kept in the courts for six years, and was finally settled by order of the court.

The action taken by him in regard to the introduction of natural gas in Buffalo was in opposition to the gas monopoly, and in the interests of cheap fuel. His prediction that fuel would not be cheapened has been fulfilled. Mr. Matthews was an advocate of the Inter-State Commerce Act, and did all in his power to promote its passage. Since the war between the Standard interests and Mr. Matthews's company was begun in 1881, the price of oils to the consumer has decreased over one-half, and this in the face of the fact that the crude product costs now materially more than it did at that time.

The persistent battle which Mr. Matthews has waged against monopolies and trusts has not been fruitless. His action has not only influenced the industry in which he is engaged, but has also served to awaken the public to the magnitude of the evil of monopoly, and will thus be producting of lasting results in other fields and other industries.

He is now the president of the Buffalo Refining Company, and is carrying on the business with his accustomed energy. The company manufactures all grades of lubricating and illuminating oils, rockoline, and all the finer grades of the vaseline products, harness and leather oils, compound cylinder and engine oils, and all of the many resultants, of petroleum distillation. Mr. Matthews is widely known as a practical oil man. His education has been obtained in the school of experience, and there is no branch of the industry with whose every detail he is not familiar.

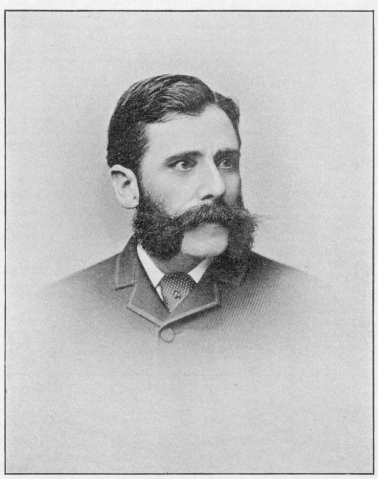
ELIHU A. SPENCER.

Mr. E. A. Spencer was born at Fayetteville, Onondaga County, N. Y., in 1834, and moved with his parents to Buffalo in 1836. His father died soon after coming to Buffalo, leaving the mother with four small children to provide for; and at the early age of eight years the subject of our sketch went to work for the Rev. Dr. Lord on his farm on Delaware Avenue near where Hodge Avenue now commences. Two years later found him on the lakes as a cabin-boy. This occupation he followed until he became steward of one of the first-class steamers. At the age of twenty he left the Lakes, and through the kindness of a friend of his father's secured the place of conductor on the Mad River R. R., running between Sandusky and Dayton, Ohio. This position he held until induced to take a clerkship with Mr. R. Y. Kinney, a railroad contractor, who subsequently became his father-in-law.

Returning to Buffalo after about two years' absence, he found employment with the house of Sidney Shepard & Co., with whom he remained for upwards of fifteen years, retiring in 1868 to take the agency of the Amicable Life Insurance Co. of New-York. After having represented that company for about a month, and discovering that he had made a mistake in the choice of companies, he left it to take the agency of the Equitable Life Assurance Society of the United States, which company he has represented ever since, and is now the oldest active life insurance agent in this city if not in Western New-York. Mr. Spencer has been identified with the Buffalo Fire Department for many years, and was at one time a Fire Commissioner. He was also President of Neptune Hose Company, and for many years President of the Firemen's Benevolent Association, and through his influence the Firemen's Monument at Forest Lawn was erected and the grounds laid out for the burial of those members of the Fire Department for whose final resting-place no other provision had been made. He delivered the address at the laying of the corner-stone of the monument, and when finished unveiled the same. Such is a brief outline of his business life.

Although the Equitable Life Assurance Society was a strong company, with assets exceeding $7,000,000, when Mr. Spencer first became its local representative, in 1868, the volume of business which it now transacts, 20 years later, almost exceeds belief. The assets are now over $90,000,000, and the surplus not far from $18,500,000. During the year 1887 the amount of new assurance written was $138,023,105, while during the same period over $10,000,000 was paid to policy-holders. The premium income of the year was $19,115,773.47, and the total income over $23,000,000. The increase in assets was $8,868,432.09, giving a percentage of assets to liabilities of 127½—the largest attained by any life company in the world. The amount of outstanding assurance, January 1st, 1888, was $483,029,562, while the aggregate amount paid policy-holders since the organization to the same date reaches the almost incomprehensible sum of $106,610,293.34.

That Mr. Spencer has contributed his full quota to this remarkable success, and is fairly entitled to a share in the honors, is conclusively shown by the volume of business on his books.



JAMES B. STAFFORD.

JAMES B. STAFFORD.

"If Buffalo had 1,000 citizens like James B. Stafford, despite the lead which New-York already has, the metropolis of the Empire State would be on the shore of Lake Erie," recently remarked a Chicago man who knew something of the potency of pluck, push, and confidence in the building up of a city. This western estimate of one of Buffalo's most active citizens may be somewhat extravagant, but no one will deny that the progressive spirit and intrepid purpose displayed by Mr. Stafford in all his undertakings is the secret of his own remarkable success.

In the veins of Mr. Stafford English, Scotch, Irish, and French blood are mingled in about equal parts. Born in Dublin, Sept. 23, 1853, on the death of his mother, eight years later, he was brought to this country by his father, and coming to Buffalo, started in business as an errand-boy for S. N. Callender, the grocer. Subsequently he worked for a number of other grocery-houses, then carried on business for himself as a street-merchant, and still later was in the employ of Scheffer & McWhorter, dealers in fish, game, and oysters. In the last-named position he displayed an aptitude which in due time attracted the attention of Mr. John H. Jones, a fish-dealer and capitalist, and eventually led to the formation of the firm known as Jones, Stafford & Co., the third member being Mr. O. A. Trevallee.

Business was begun in the 30x60 store at No. 394 Main Street, which subsequently became far-famed as the Fulton Market. About 18 months later the firm was reorganized and became Stafford & Torrey. This arrangement lasted about a year, and thereafter Mr. Stafford conducted the business alone for some years. Finally, one Christmas morning, Mr. Richard H. Stafford, who had long been connected with the market, received a third interest in the business as a holiday gift, and the firm became, as at present, Jas. B. Stafford & Bro. The business steadily increased, until in 1883 the demand for the largest facilities became so imperative that the fine four-story brick building at the corner of Pearl and Church Streets was erected.

But Mr. Stafford has done far more for the community than simply to make a brilliant success of his own business by giving the epicures of the city the finest delicacy-depot in the United States. It was he who worked up the mass meeting of public-spirited men which resulted in the formation of the Buffalo Business Men's Association, and in recognition of his services he was made its first president. It was Mr. Stafford also who went about, subscription book in hand, and secured $100,000 in pledges toward the prize which will become the property of the inventor of the current motor that will successfully utilize the power of the Niagara River. He likewise organized the Villa Park Land Company and the American Business College, and is an officer in both at the present time. He was likewise one of the originators of Idlewood.

Mr. Stafford is married to Miss Harriet E. Holloway, a daughter of the late Isaac Holloway, and their home on Niagara Street, overlooking the swift-flowing river, where he spends the intervals of a busy life in the companionship of Mrs. Stafford and their five children, is one of the pleasantest abodes in the city.

CHARLES BERRICK.

CHARLES BERRICK.

Few men who walk the streets of Buffalo to-day can point to so many fine buildings in whose erection they performed an important part as Mr. Charles Berrick, the veteran builder. For nearly forty years, under his supervision, the walls and masonry of substantial structures have been rising on almost every street, until now, if all his work were to be blotted out by fire in a single night, a bird's-eye view of the city the following morning would resemble a checker-board, with alternate squares of red brick and blackened ruins.

Mr. Berrick was born in England in 1826, and passed his early years on a farm. At the age of eleven, actuated by that building instinct which manifests itself in some children almost from the cradle, he left home to learn the trade of a mason, and for four years worked at odd jobs wherever he could obtain employment as a helper. Four years later he was apprenticed to a builder in Rotham, Yorkshire, near Sheffield, and under the direction of his master became an expert in all the branches of his business.

Having served his time, and being ambitious to better his condition, Mr. Berrick, in 1850, sailed from London for America, and on arrival came at once to Buffalo. His first employer here was William Moffat, and the second Stephen Smith, both prominent builders of that day. But Mr. Berrick was not content to work all his life under others, and after eighteen months as a hireling he began to take small contracts for himself. The first large buildings which he secured were the round-house and machine-shops of the Lake Shore Railroad, which are still standing. Among the other large structures in whose erection Mr. Berrick has borne a part during his 36 years' history as a contractor may be mentioned the German Insurance Building, the Tifft House, the Buffalo Library, St. Louis Church, Trinity Church, the East-side Presbyterian Church, the Central Depot, Barnes, Hengerer & Co.'s old store, and also the new one for the same firm now rising from its ashes, the new fire-proof hotel at Main and Eagle, and hundreds of less pretentious business blocks, factories, elevators, private residences, etc., as well as some fine buildings in other cities.

Mr. Berrick has always been a large employer of labor, and the uniform excellence of his work is due to the fact that no matter how great the number of contracts in hand, every structure receives his personal supervision.

STEPHEN F. SHERMAN.

When Mr. Stephen F. Sherman, the manager of the Associated Elevators, first suggested to a number of local capitalists the expediency of constructing a set of railroad elevators of great capacity, to obviate the necessity of inconveniencing both shippers and railroads by storing in the cars sometimes for months the grain shipped by rail, he ushered in a new era in the elevating history of Buffalo. As the result of his suggestions, we have the three splendid structures known as the "International," the "Lake Shore," and the "Dakota" elevators, with an aggregate storage capacity of 3,250,000 bushels. Mr. Sherman was born in Palmyra, N. Y., December 12, 1848. He came to Buffalo in 1863, and entered the employ of the Western Elevating Company as an errand-boy. By industry and intelligence he rose from station to station until he became the secretary and treasurer of the company. In 1880 he resigned and organized the firm of Sherman Bros. & Co. Limited, with whom he remained until he left them to become the manager of the Associated Elevators. Mr. Sherman designed the "Lake Shore," the "International," and the "Dakota" elevators himself, and the perfect operation of the first two shows how thoroughly he has mastered some of the most difficult problems of the business. The "Dakota," not yet completed, will be the largest grain elevator in the world. It will cover a plot of land 100 by 306 feet, with bins 100 feet deep, and three towers, each 140 feet high. It will have frontages on the Blackwell Canal and Hatch Slip, with Buffalo Creek Railroad connections, thus affording complete rail and water facilities. It will have a storage capacity of 2,250,000 bushels, and will be provided with three marine and six inside elevators. It will have the Mallory system of belt conveyers, incandescent electric lights, steam fire-extinguishers, Frisbie grain-shovels, car-pullers, etc., with sufficient track room to load 20 cars without switching. It will have six canal deliverers and a capacity for elevating 175,000 bushels per day from vessels and 50,000 from cars. The noble structure will be a proud monument to Mr. Sherman's talents, as well as a source of pride to the city.

Mr. Sherman was married in 1870 to a daughter of the Hon. Charles G. Irish. His home is on Linwood Avenue.

The Police Force of Buffalo is 345 strong.

BUFFALO MORNING EXPRESS.

ESTABLISHED 1846. *J. N. MATTHEWS, Editor and Proprietor.* *NEW ISSUE, 1878.*

From THE BUFFALO EXPRESS, *Jan. 5, 1888.*

TEN YEARS' WORK.

On Monday morning, January 7th, 1878, the first number of THE BUFFALO EXPRESS was issued under its present management. That is ten full years ago, and the paper was then 32 years old. The decadal anniversary of the "new issue" seems to furnish a reasonable occasion for some reminiscent and perhaps personal reflections.

The present editor's "salutation" began with a brief history of the paper. As he said then, THE EXPRESS had but precious little money at the start; but with a goodly stock of what constitutes a far more valuable capital—brains, courage, integrity, and industry—its founders soon achieved for the paper a degree of success which was quite satisfactory in those days—1846. Politically it was warmly devoted to what was then generally known as the "Woolyhead" branch of the old Whig party. In process of time this nation was threatened with the imminent peril of dissolution of the Union, as the only alternative to the greater misfortune of a continued supremacy and an unlimited growth of our accursed system of human bondage. Then the glorious Republican party sprang full-formed into existence. To avert both of these evils, to save the Union and destroy Slavery, was that party's divinely-appointed mission. THE EXPRESS took a leading part and did manful work on the right side of that "irrepressible conflict," which, at length justly terminated, passed into history. Then misfortune came to the paper. As soon as the ascendancy of the Republican party was apparently secured beyond any dispute, THE EXPRESS seemed to "lose its grip," so to speak. For its founders had separated in the meantime. Other elements of strength quickly departed, one after another, as honest men undertook to save the paper with means inadequate, until at length it became a mere plaything for journalists and the mouthpiece of a few scheming politicians who had fastened themselves to the Republican party by "the cohesive power of public plunder," in which sad predicament its present proprietor found and took it ten years ago.

Ten weeks previous to that day he was and had for fifteen years been the editor and managing proprietor of the *Buffalo Commercial Advertiser*, and he voluntary retired from that honorable, cherished, and lucrative position—"cheerfully," too, as he said in his valedictory—rather than sacrifice one atom of principle or self-respect, and though he supposed at the time that the step meant retirement from Buffalo journalism forever. "Man proposes, but God disposes." With many inducements to leave Buffalo, with tempting opportunities in wider fields of labor, this obstinate man was, after all, persuaded to remain "at home," and in the field where he was most familiar with public matters—matters whereof an editor who understands his business and appreciates his duties should not fail to speak his plainest.

No sooner resolved than done. THE EXPRESS certainly afforded a fine scope for the exercise of his utmost abilities, in the task of regeneration, and it fell easily into his hands. So much settled, the question then was: "What will he do with it?" In a preliminary announcement he had given notice that he took possession of THE EXPRESS with the settled purpose of making it the neatest and brightest, bravest, best, and cheapest newspaper ever published in Buffalo, steadfastly Republican as to political principles, but absolutely independent in reference to our municipal government—the "organ" of no man or set of men, but in fact worthy to be styled "The People's Paper."

He knew that this had a boastful sound, but it was not a boast. He stated it only as a "purpose," not as a fact. He might fail of achieving success, but at least he meant to deserve it. He did not deem it needful to specify those Republican principles to which he intended to be steadfast. "If our interpretation of the party's faith and doctrine is not very well known already," he said, "the fault is not ours. At any rate it will appear soon enough in these columns. We do not conceive, however, that political principles have anything whatever to do with municipal affairs; but we do most sincerely believe, on the contrary, that municipal affairs should be absolutely divorced from political manipulation. And that is just what we purpose doing, so far as THE EXPRESS can effect the separation."

But this purpose required a little clearer explanation. "We shall run no caucuses," he said. "If any man hereafter pretends to represent THE EXPRESS in any political convention he may be set down as an impostor. It will have no 'delegates.' It will seek no official patronage. If it is approached with promises of or threats of exclusion from political pap, it will invite those who think they control this business to place it wheresoever they think it will do *them* the most good. We do not want it." No man except its editor would be suffered to dictate the paper's course towards candidates. As between two honest and capable men, one a Democrat and the other a Republican, "regular" candidates for the same office, it would give a most cordial and hearty support to the latter. If they were both incapable or dishonest, it would endeavor to prevent the election of either. "If a public officer turns out to be a thief,"—such was the uncompromising announcement,—"he will be to THE EXPRESS no longer a Democrat or a Republican—but only a thief. It will hold no parley with such, however regularly renominated. Its editor will make but one condition with the local nominating conventions. He will say—he says now—to those who run the machine: Gentlemen, if you desire this Republican paper, of whose political fidelity there is and can be no sort of doubt, to support your candidates for City offices, be very sure that you nominate honest and capable men, for only such worthy candidates shall ever have its countenance or support."

Such was our position ten years ago. What further views we had upon this subject, we said, must wait for time and occasion to develop. But thus entirely untrammeled we re-entered the editorial field, joyfully, "full of strong hopes, resolute for the right, with every sign of encouragement in substantial and unmistakable marks of the public favor." Everything looked auspicious. We had gathered around us a stronger staff of able and experienced journalists than ever worked together on a Buffalo paper before, and they were all inspired with a determination to make THE EXPRESS an honor to themselves and to their profession. We felt that we could rely upon their fidelity. "No man but one,"—we said then, and that one "the editor—can suffer, or even think he suffers, pecuniarily, on account of a share in this paper, by reason of anything we may see fit to say in its columns. We take all the risk. The counting-room will not be at cross purposes with the sanctum. Relieved of an awful incubus of eager avarice, we can now speak with perfect freedom, having no longer any reason to fear that our good faith in denouncing public wrong can be called in question because somebody connected with us has been in cahoots with those who gathered the spoils. All that is over, forever! No more of it for us! THE EXPRESS to-day begins a career which shall be honorable, if not profitable. It will be our endeavor to be just, if not generous. We will sow liberally in hope of reaping bountifully. We will pay our honest debts. In short," we said in conclusion, "these wisest words of the wisest man shall be ever before our eyes, conspicuous in the editorial room, at once as an encouragement, an inspiration, and a warning: '*There is that scattereth, and yet increaseth; and there is that withholdeth more than is meet, but it tendeth to poverty.*'"

That "salutation" was dated "Buffalo, Jan. 7th, 1878," and it was signed "JAMES N. MATTHEWS." At the risk of offending good taste, and even of seeming grossly egotistical, we beg to remark that THE EXPRESS to-day, ten years later, is not ashamed of either the date or the name. Taken together they stand for something. Those who have read the regenerated paper carefully during that time know that we lie not in asserting that in none of its more than three thousand separate issues under this management has there been any departure from the principles he set forth at the outset. He has "fought the good fight," in which he was willing to die. He has "kept the faith," the which to have broken would have been worse than death. But he has not finished his course. A great improvement in municipal government has been effected, but there is still plenty of hard work to be done in the line he marked out for himself and THE EXPRESS. Much rascality has been brought to light and judgment, and many evil public ways have been reformed.

We have not space to recount these achievements; thoughtful readers will remember some of the more notable. But rascals still remain in power and office, and THE EXPRESS still lives to thwart them.

And what of the reward which, ten years ago, we were encouraged to expect? It has come. We are satisfied. The financial ruin which was freely predicted, discounted, advertised, and foully plotted, never came to pass. Opposition, political and personal, the most desperate, unscrupulous, and treacherous, has proved as futile as fertile. What is left of it is simply ridiculous. THE EXPRESS has flourished mightily in spite of it, and its editor has enjoyed life accordingly. A great and prosperous business—a world-famous printing-house—has grown up in connection with the paper, thanks largely to the perseverance, skill, and courage of the younger men with whom he associated himself in establishing that part of the business. THE SUNDAY EXPRESS, started less than five years ago, quickly became celebrated as the best illustrated newspaper in the country, and is already the most valuable property of its kind here or hereabouts.

We trust that our patient readers have not grown weary of this somewhat personal though all-in-all newspaper history. A ten-years anniversary doesn't come round very frequently. We can't have many another, and must be pardoned for making something of this one—which we were not kindly expected to see.

As for the future—what has been will be. THE EXPRESS will continue to do its very best to deserve the large measure of public confidence and support which it has honestly won and does unfeignedly enjoy. It has redeemed its promise and will not depart therefrom. It will stay firm in the independent faith. It will continue to be liberal in outlay, hoping still more to increase; and it will go on withholding nothing that is meet, sure that this course is not the one which "tendeth to poverty."

Since the above was written THE EXPRESS has advanced only eight months into that future to which it then looked forward so confidently. But these eight months have been months of progress. They have not only seen all the regular editions of the paper, as was to be expected, kept up to their full standard; but they have also seen the issue of the present fine Souvenir Number, with its wealth of special literary and artistic work. They have seen a full duplicate modern newspaper plant set up and a regular Evening Edition issued as a Fair exhibit.

Newspaper men will know that these are not trifling achievements, and the general public too have shown full appreciation of them. Should every succeeding eight months show new enterprises of similar magnitude the growth of the paper will certainly be up to the most urgent requirements of even this booming city.

CHRONOLOGY OF THE EXPRESS.

1846—Jan. 15. Publication begun by A. M. Clapp & Co. (A. M. Clapp and Rufus Wheeler). James McKay, Editor.
1848—T. N. Parmelee, Editor.
1851—Hon. Seth C. Hawley buys interest in paper, and becomes Editor.
1852—Mr. Hawley retires, and Mr. Clapp becomes Editor.
1860—Mr. Wheeler retires from the firm, Mr. H. H. Clapp taking his place. Mr. J. N. Larned becomes Associate Editor.
1866—Express Printing Company formed. A. M. Clapp, H. H. Clapp, J. N. Larned, Geo. H. Selkirk, and Thos. Kennett, proprietors. J. N. Larned, Editor.
1869—Samuel L. Clemens (Mark Twain) buys the interest of Thos. Kennett. A. M. Clapp and H. H. Clapp sell their interests to the remaining partners and retire, Mr. A. M. Clapp having become Public Printer.
1872—Matthews & Warren buy controlling interest. J. N. Matthews President and Editor, J. D. Warren Vice-president, George H. Selkirk treasurer.
1873—Matthews & Warren sell their interest to a stock company, consisting of numerous Republican politicians.
1876—Coleman E. Bishop, Editor.
1877—Political syndicate relinquishes its interest to Geo. H. Selkirk and others.
1878—Jan. 7, J. N. Matthews Editor and Proprietor. F. A. Crandall managing editor.
1883—Nov. 20, SUNDAY EXPRESS appeared and form of daily changed, THE EXPRESS being the first Buffalo paper to adopt the quarto form.
1884—Jan., Double Bullock Perfecting Press and Stereotyping outfit put in. The largest and fastest press in the State outside of New-York City, and the first press to print from a roll in Buffalo.
1886—Jan. 3, THE SUNDAY EXPRESS appears as an illustrated newspaper.
1888—July 13, Extra Souvenir Number undertaken.
July 16, Order for second Perfecting Press and Stereotyping Outfit placed and complete newspaper plant ordered to print an edition of THE EXPRESS every afternoon at the International Fair.

THE WASHINGTON BLOCK, CORNER WASHINGTON AND EXCHANGE STREETS, BUFFALO, N. Y.

and within a year, before he was 20, while still an apprentice, he was made foreman of that establishment, which was one of the finest in the country, with a wide reputation for doing first-class work. The managing partner, the late C. F. S. Thomas, had a national reputation as a practical printer; had exquisite taste, and was very proud of the proficiency of his young foreman, whose natural aptitude for the highest class of printing Mr. Thomas described with characteristic enthusiasm, and some little boasting, in an article which he wrote for a popular trade journal of that time. The office was connected with the *Commercial Advertiser* and was celebrated as a typographical school. A good many excellent printers graduated from it with valuable experience gained under the somewhat arbitrary rule of its eccentric and choleric head. The late Sterling P. Rounds, Government Printer, was an apprentice in the same office, and in his well known publication, *The Printer's Cabinet*, occasionally referred to that time, with amusing reminiscences of the stormy passages which frequently occurred between the quick-tempered proprietor and his youthful but by no means slow-tempered foreman, who, on account of his lack of years, was humorously dubbed "The Old Man," to distinguish him from the older apprentices and journeymen. They were all good fellows and faithful comrades. In later days Mr. Matthews has often spoken of his foreman-apprenticeship as the happiest period of his life.

On account of an irreconcilable difference with Mr. Thomas, he left the good old concern shortly before attaining his majority, greatly to the regret of its estimable senior proprietor, the late Elam R. Jewett, who was fond of the spirited lad and promised to take him into the partnership if he would "make it up" with Mr. Thomas and not quit the concern. But he was foolishly proud and obstinate, and would not remain, declaring, when he left, that when he did return to that office it would be as its master. Thirteen years intervened before he re-entered its doors, but then he went back in that way. The first year of that period—1848-9—he worked in the old *Republic* office as foreman, man, and then set up an office of his own, in the old building on the south-east corner of Exchange and Washington streets, exactly opposite the great Washington Block in which THE EXPRESS is now housed, and which he built in partnership with the late James D. Warren and now owns alone. In 1850, with some associates, he started the *Journal of Commerce*, a daily paper which lived but a few months. But before it died he sold out and accepted the foremanship of the job-office attached to THE BUFFALO EXPRESS, of which the Hon. A. M. Clapp and the late Rufus Wheeler were the proprietors. After a year he was taken into partnership with them in the job-printing business, and the firm of Clapp, Matthews & Co. soon became prosperous and celebrated as the foremost railroad printers in the country. In 1860 a political misunderstanding with Mr. Clapp caused Mr. Wheeler to withdraw altogether from THE EXPRESS. In the meantime the firm of Thomas, Lathrops & Co., having bought out Mr. Jewett's interest in the old office, and also the *Commercial Advertiser*, and having failed in 1857-8 for a large amount, Mr. Jewett had unwillingly returned to active business as sole proprietor of the whole concern, and in 1860 he sold it to Rufus Wheeler, James D. Warren, and the late Joseph Candee, who carried it on under the firm-name of R. Wheeler & Co. A very warm friendship existed between Wheeler and Matthews, and the latter was soon induced to separate his interest from THE EXPRESS and unite it with the *Commercial*, when the firm of Wheeler, Matthews & Warren was formed accordingly, Mr. Candee retiring to make way for the new partner. Under his active management the business of the *Commercial*, in both departments, increased wonderfully and was profitable beyond expectation. For ten or a dozen years it had a practical monopoly of the fine colored printing for railroads. Mr. Wheeler's health failing, he soon retired on a competency, and the two remaining partners bought his interest and continued together until the fall of 1877, uniformly prosperous, under the well-known firm-name of Matthews & Warren.

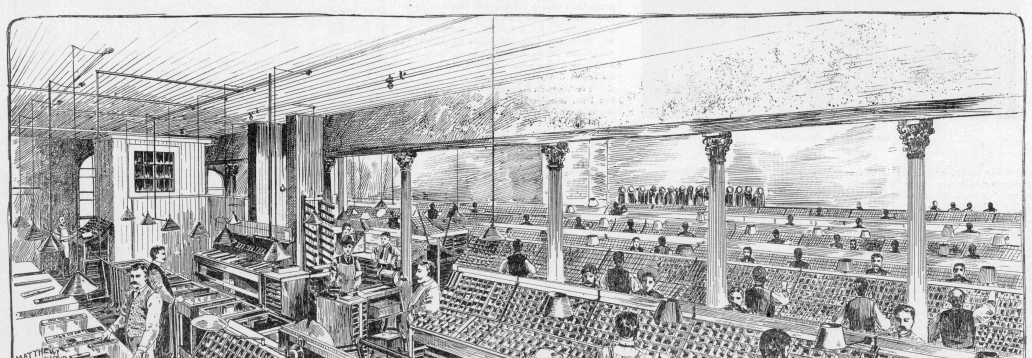
An incident of their business was the purchase of a controlling interest in THE EXPRESS, and they conducted both of the Republican papers in Buffalo during the exciting campaign of 1872 and the first year of Grant's second term. Then they sold out THE EXPRESS. The partnership continued successful and harmonious until the fall of 1877, when another unfortunate political misunderstanding occurred, and they separated, Mr. Warren taking the business, and the other one, who had been editor of the *Commercial* all the time, taking the Washington Block as his share of the partnership property.

After a few weeks of restless inactivity Mr. Matthews bought THE EXPRESS, which had sadly deteriorated, and in conjunction with some younger men, also experts, established at the same time the business which soon became extensive and famous as the great Art-Printing works of Matthews, Northrup & Co. To this concern THE EXPRESS is indebted for the entire manufacture—mechanical and artistic—of the present "Extra Number."

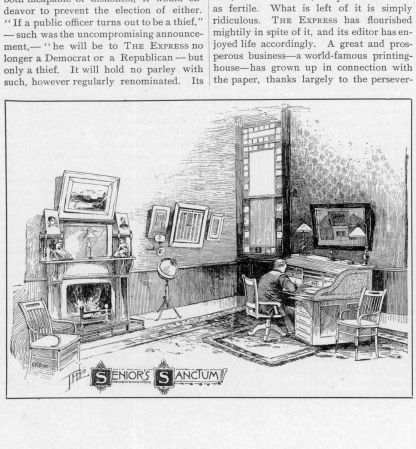
Regenerating the paper was one thing, and not difficult, but making it profitable was quite another. It took a long pull and a hard one to bring THE EXPRESS up to the standard of financial strength necessary to a successful and useful newspaper. Five years ago its present sole proprietor established THE SUNDAY EXPRESS, which won its way into popular favor with amazing celerity.

Mr. Matthews has never held political office. In the twenty-five years of his editorial life no one in any way connected with him ever applied for or received a political appointment. The only public function he ever discharged was as one of the three Inspectors of the Special Election ordered by the Legislature for the Erie Railway, when the Gould-Fiske usurpation was upset, and for this unsought honor—the Inspectors were appointed by Gov. Hoffman—he was probably indebted to the recommendation of his friend Nelson K. Hopkins, then State Comptroller. The only political distinction he ever attained was in going to the National Republican Conventions of 1872 and 1876 as a Delegate-at-large from New-York, and for this unexpected honor he was undoubtedly indebted to the expert efforts of his then partner, the late James D. Warren; in fact the other member of the former firm was always an indifferent politician and so remains. His first vote was cast for John C. Fremont, and he has voted every Republican electoral ticket. He doesn't believe in applying unyielding partisanship to municipal affairs. He believes that the City's business should be managed on business principles, in the interest of the people, and THE EXPRESS is conducted with a faithful regard to this principle.

In 1851, Mr. Matthews was married to Harriet Wells of Westfield, New-York. She died last February, beloved and mourned by all who knew her. They had but two children left, Geo. E. Matthews of the firm of Matthews, Northrup & Co., and Frances Amy Matthews.

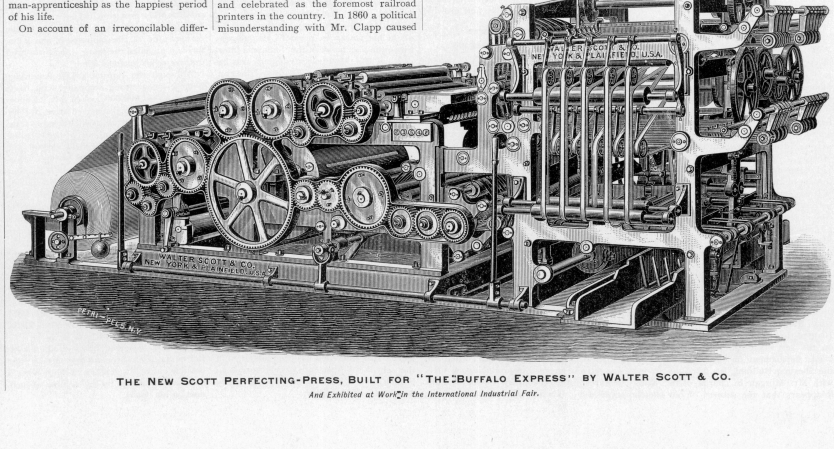


"THE EXPRESS" COMPOSITORS' ROOM.



JAMES N. MATTHEWS.

The subject of this sketch is the editor and proprietor of THE BUFFALO EXPRESS. He was born November 21, 1828, in a very small, very old, and very dull town called Bungay, county of Suffolk, England. At an early age, after acquiring rapidly in a public school the rudiments of an education, he was apprenticed to the printing and book-binding business, in which he became unusually skillful some years before his term expired. In his eighteenth year he came to this country, direct to Buffalo, and has lived here ever since. In a few months he entered the printing office of Messrs. Jewett, Thomas & Co. as an apprentice,

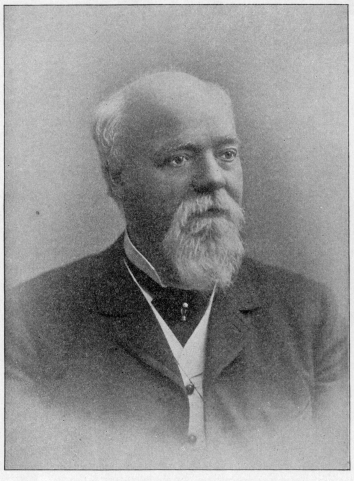


THE NEW SCOTT PERFECTING-PRESS, BUILT FOR "THE BUFFALO EXPRESS" BY WALTER SCOTT & CO.
And Exhibited at Work in the International Industrial Fair.

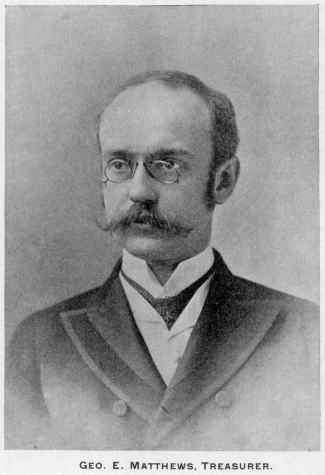
THE PRINTER'S ART.—Of all known ways of spreading the knowledge of discoveries or inventions, the fame of cities, or the deeds of men, "the art of all arts preservative" is to-day, as it has been for more than 400 years, pre-eminent. Nor will it be thought strange if you, kind reader, are one of the many whose first knowledge of fair Buffalo, "Queen City of the Lakes," was due to the excellence of some of the many specimens of the typographic art sent forth daily from her gates. Therefore are you, without further ceremony, cordially invited to join in an inspection of one of its modern dwellings—a model and mammoth printing-house.

Such, in fact, is the establishment of Matthews, Northrup & Co., of Buffalo, N. Y., U. S. A. In the "Washington Block," the home of THE EXPRESS—a fine exterior view of which is presented herewith—this concern has its extensive plant, the owner and editor of this paper being also the head of the printing company.

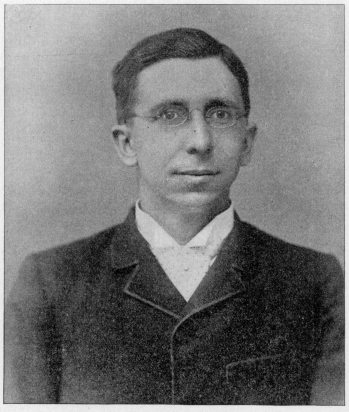
This great hive, in which no drones are tolerated, is a building four stories high, with an ample basement, having a frontage of 165 feet and a depth of over 100 feet on Washington Street, and 165 feet frontage on Exchange Street. Fifty feet of the block on Exchange Street rises five stories above the basement, and has a depth of 125 feet. To the visitor desiring to learn something of the various processes in the many departments into which the workers in this miniature world are divided, the "Open Sesame" is through the business office. Entering the ground floor on the Washington-street front the stranger finds himself in the general counting-room. On making the necessary inquiry, he is soon transacting his business with the proper party. To you, kind reader, who have accepted an invitation to learn some of the mysteries of this temple of art, there is extended a hearty greeting, with a sincere wish that your visit may not be without pleasure or profit.



J. N. MATTHEWS, PRESIDENT.
Editor and Proprietor "The Express."



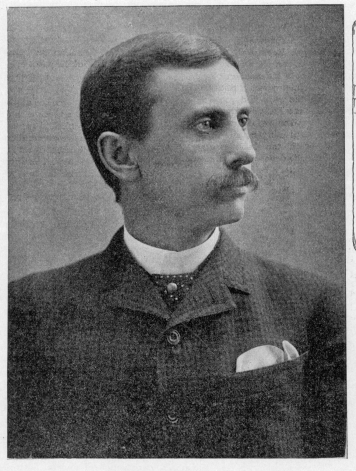
GEO. E. MATTHEWS, TREASURER.



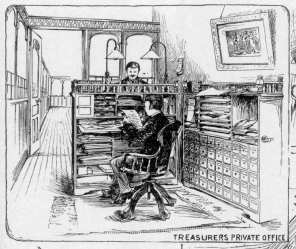
CHAS. E. AUSTIN, ASS'T TREASURER.

Before you, as you enter, is the general accounting office, where are recorded all the transactions between the numerous departments of this vast establishment and the world outside. It is a large, well-lighted room, the desks of the book-keepers and clerks here at work being conveniently arranged within heavy ash counters and partitions, the latter having large glass panels. Beyond the desk section on one side of the room is a fire-proof vault for the books, safe, etc., and opposite to this a broad stairway leading to the second floor. In the rear of all is the main shipping room, adjoining a freight elevator, which is always in motion, carrying raw materials to the work-rooms above or returning with the finished product ready for shipment to the customer.

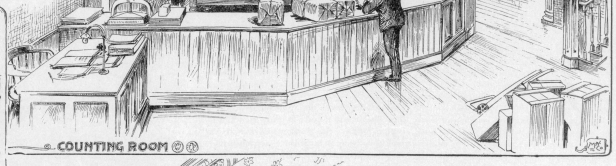
Standing near the front doorway, noting the taste and convenience with which this department has been arranged, you can see through a broad ceiling-high entrance on the left what appears to be its counterpart. Passing through you find yourself in a spacious apartment very like the counting-room in size and cheerfulness. Here are located the private offices of the treasurer, general manager, superintendent of printing, and their assistants; the corresponding and mailing department, all appropriately divided by neat partitions of polished ash, with panelings of plain and colored glass. Here also are kept in convenient cabinets beautiful samples of printing, ranging from the plainest circular or business-card to handsome guide-books of travel and catalogues bound with elegantly illuminated covers. On the decorated walls are also scattered a variety of specimens from the various branches of the establishment.



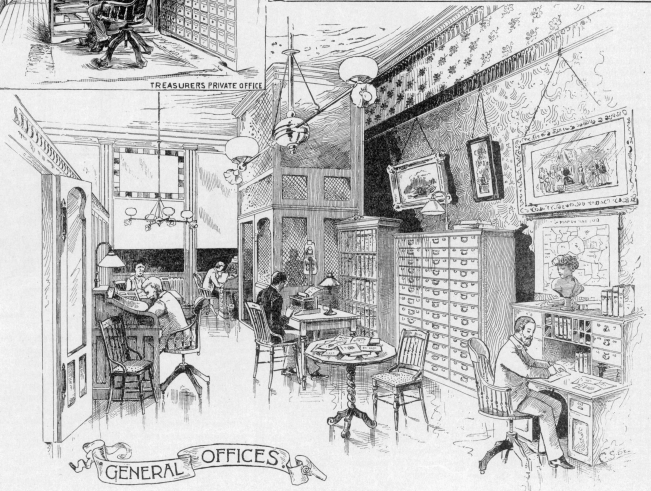
WM. P. NORTHRUP, GENERAL MANAGER.



TREASURER'S PRIVATE OFFICE.



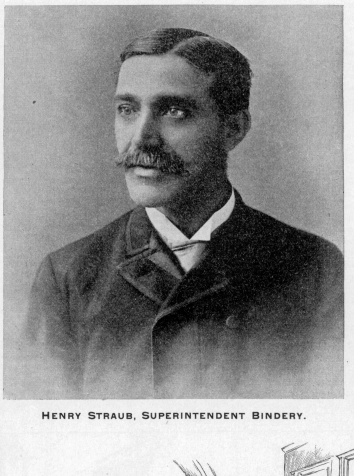
COUNTING ROOM.



GENERAL OFFICES.

At the back end of this floor, completely cut off from the offices above described by a glass partition extending to the ceiling, is the private office of the senior member of the firm. This is a very commodious room some 30 feet square, with a hard-wood floor covered with rugs in Oriental patterns. The general tone of the place savors of quiet comfort. The surroundings are suitable for a man who works hard with an active brain. At one side is a broad open fire-place surmounted by a handsome mantel, suggesting an air of warmth that but fairly foreshadows the courteous greeting sure to be accorded all who enter this "sanctum."

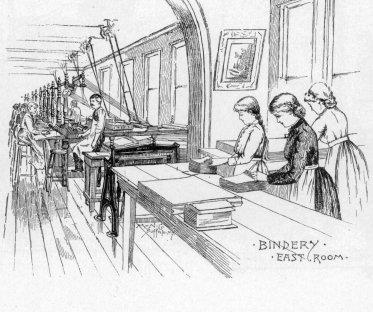
Returning to the office of the general manager on this floor, after scanning on all sides some of the beautiful specimens of fine workmanship for which this house has become justly celebrated, the visitor is invited to step into the car of a swiftly-moving hydraulic passenger elevator close at hand. An instant later the upper floor is reached, and you enter the Art Department. The "Studio" is sufficiently elevated above the busy street to be free of annoyance from the din below, faint echoes of which occasionally serve as a reminder of life in the world without, to which the processes within lend such valuable assistance. Here are quartered a corps of artists whose fertile minds and quick-moving pencils rapidly elaborate on paper the crude idea of the customer. Designs for illuminated covers, sketches of interiors in some great business establishment, or bits of landscape for illustrating a tourist book, are in various stages toward completion on the draughting-boards before the artists. In all parts of the room, on walls and desks, are specimens of completed productions from the presses, the basis of which was first wrought here. Here also are noticed many of the leading art publications, containing valuable funds of information; for the artists have all available aids toward keeping up with the times. Naturally enough, the unspoken comment as one turns away from the Studio is to the effect that if appropriate surroundings can speed the evolution of bright ideas, surely here are all conditions favorable.



HENRY STRAUB, SUPERINTENDENT BINDERY.

Having in imagination completed one of the many sketches with which this tour is illustrated (all of which were drawn here), look in upon the Photographers. Their gallery has a mammoth camera and a multitude of appliances known in their profession. A broad skylight welcomes the eastern sun, most potent ally in the art. Pendant from the ceiling are two powerful electric arc-lights, fitting substitutes for the King of Day, which enable the camera to multiply its reproductions at any hour of the twenty-four. Here photo-engraving, photo-zinc etching, and other processes by which photography seeks to rival the engraver's cunning hand, are accomplished. Here, even in the silent hours of night, electricity and the camera join forces in the reproduction of scenes from life, in the illustration of which haste is necessary.

The general illustrations in this Extra Number are reproduced from drawings by the above processes; the portraits, however, are reproduced direct from the camera copy without the intervention of the artist's pencil or brush, and are striking examples of the wonderful progress which has been made in this branch of engraving in the last half decade.



The general Engraving Department is located on the upper floor of the eastern section of the building fronting on Exchange Street. This portion of the establishment is an addition to the original Washington Block, erected some two years ago. Fifty feet wide by over one hundred feet deep, and five stories high, it is indeed a substantial evidence of the wonderful growth of the firm's business. In this department light, and plenty of it, is the chief factor; and here is found a large corps of engravers quietly but none the less actively at work in a large, commodious, airy room with eighteen windows, admitting on its broadest side the soft northern light, so essential where the eye is subjected to a constant strain. Wood and metal engraving are here executed in the highest attainable degree of perfection. Delicate reproductions of artistic sketches from nature, elaborate colored plates for railroad and catalogue work, and mechanical subjects of all kinds, are in various stages of progress. Among other helps to the graver here are most delicate machines for fine ruling and shading, of great use in the rapid execution of cuts of a mechanical order, such as machinery, tools, and the like. A more interesting branch of the work—because less is known about it even in a general way—is engraving on wax, or the "relief-line process" as it is technically called. This method is unsurpassed for all kinds of outline-work, such as maps, plans, diagrams, fac-similes, plate illustrations, etc., where absolute accuracy in dimensions is required. The valuable plates accompanying the report of the United States Fish Commission, which was issued under the direction of the Smithsonian Institution, were prepared here by this process, a fact which is in itself no slight tribute to the value of the process and the quality of the work executed.

Comfortably situated, in quarters adjacent to those just described, are the map-makers. Draughtsmen of the highest talent in their calling, with whom the relief-line engravers are co-laborers, the artists in this department possess every facility for the production of the most perfect maps. Copies of the latest compilations of the United States Coast and Geodetic Survey, Government Engineers' charts, foreign map publications, etc., are filed conveniently for ready reference. Special information regarding new locations, towns, boundaries, etc., is being constantly received from public and railroad officials, and from others in position to furnish accurately the desired data. No cost or labor is spared in this direction, and no assistance from customers is necessary, except a plain statement of the territory desired to be shown.

Again, by the aid of a somewhat elastic imagination, let us speed the flight of our time, and taking the cuts which the engravers have completed during the rather lengthy inspection of their department, pay a visit to the "Proof-Room." Somewhat moderate in size and the number of its occupants, it is nevertheless one of the most important departments in this printers' temple. Located on the upper floor, on the Washington-street front, easily accessible from the office by elevator, it contains the most improved hand-presses, upon which the first proofs of all cuts are taken and the "register" of the many different color-plates used in illuminated and map-printing is first tested. Not infrequently samples of the artist's designs in colors are to be submitted to the customer to show how the finished production will appear after it has been through the presses and is ready for delivery. These are prepared by the proof-taker. He, of all the workers in this home of art, must possess patience without limit. It is his province to discover defects, if any there be, in the plates already made, and his position is therefore one of no mean responsibility. In this department also are kept great volumes containing rough prints of all the engravings, cuts, and plates, and by reference to this "library" the exact whereabouts of any plate, whether in the storage vaults or in use in some department, is shown at a glance.

First impressions of the cuts in hand having shown them to be well done, they are taken from the quiet atmosphere of the proof-press through an arch in the heavy brick wall, guarded by a fire-proof door, into the Electrotyping Department on the same floor. What a change! For the first time the visitor's ears are greeted by the noisy clatter of rapidly-moving machinery. See yonder huge kettle of wax, from the contents of which are made the moulds. Upon these are placed the cuts, or type, and a heavy hydraulic press quickly makes their counterpart reversed. Large electric baths, charged by swiftly revolving dynamos, speedily deposit a copper facing in the moulds, and from a monster cauldron of liquid metal comes the substance that gives the plates their backbone. On all sides are curious machines, that square and trim the plates and cut away any superfluous metal as if it were so much chaff; while at conveniently-arranged benches before the windows are the "finishers," who deftly inspect and correct each plate before it is pronounced ready for use.

With the story ready and the scenes it describes duly illustrated, types are needed to tell the tale. The Composing-Room, adjoining the Engraving Department, is 80x 75 feet, roomy, and perfectly lighted by many windows and skylights. Here are rows of "frames," almost without number, each one filled with "cases" containing all that is newest and best in the countless styles of metal letters in vogue to-day. There are artists in type as well as with pencil and graver, and in this company of more than half a hundred workers there are many skillful printers. In typography there is no limit to ingenuity and skill; and with the aids in the way of fancy ornaments, borders, etc., the products of the modern type foundry, our artist-compositor produces results so perfectly counterfeiting the engraver's art as often to defy detection by any but the most expert eye. In this department, in addition to the job and book work of every description, is done the composition for several periodicals published by this house and other firms, including the *Fair Journal*, many of the illustrations for which are made in the Photo-Engraving Department, already described. These regular publications, in themselves furnishing work enough for an ordinary printing office, convey some idea of the resources of the establishment; for they form so small a part of the whole production as to be almost unheeded, except, perhaps, when the usual editions are run off on several of the big presses in the printing department.

The process of printing is in some respects the most interesting step in the growth of a book or pamphlet, as it clearly affords the novice an opportunity of realizing with some degree of satisfaction that all the preliminary steps have finally produced a tangible result. The Press-Room is a place of extraordinary interest to the visitor in any printing-office, and the one the reader is now invited to inspect is no exception to the rule. Literally speaking, there are two press-rooms, known as the East and West rooms, and divided by a stout fire-wall. Wide arches, guarded at night by heavy fire-proof doors, make the two rooms one for all practical purposes during the day. Here are more than two-score printing-machines of various sizes, including some of the largest ever built, most of them of the very latest patterns, and new or nearly so. From a net-work of shafting overhead runs the maze of belts that communicate the motive power to the presses. The "plant" in this department alone requires nearly 7,000 square feet of floor space. All day long, and during the busy seasons sometimes far into the night, the rumble and clatter of these steadily-moving machines makes melody that gladdens the printer's ear. Illustrated books, railroad folders, elaborately-designed covers, maps in colors, and other advertising matter of all sorts, are being rapidly piled sheet by sheet on the "delivery table" of each press. Probably nowhere is the march of improvement in printing during the last decade so forcibly emphasized as in the

presence of the thousands of freshly-printed sheets here to be seen in infinite variety of colors. None but skillful workmen find employment in the responsible positions in this department, for it is to the perfection of its letter-press work, as much as to any other single branch of the business, that this firm owes its wide-spread and enviable reputation.

On all sides, coming from the stock-room, stacked in great piles waiting to be printed, or going to the bindery or shipping-rooms, are tons upon tons of paper. While the forms of the work we have been following are being "made ready" on the press, step on the busy freight elevator and carry the order for the required number of sheets to the paper warehouse—which occupies a very large part of the basement. Piled ream upon ream ceiling high, and covering almost as much floor area as the press-rooms above, this stock-room is a labyrinth of passages scarcely wide enough for free movement, among which a stranger might lose himself about as easily as in the catacombs of Rome. Very few concerns in the country, if any, carry a larger stock of the finest grades of printing papers than that which here surrounds us on all sides.

While the stock is being gotten out and taken to the press-room, pay a visit to another portion of this lower region and learn the source of the power that moves the busy world on the floors above. The engine-room is an interesting and even attractive place in almost any industrial establishment; and this one, although not notable for highly-finished wood-work and brightly-polished brass railings, is no exception to the rule. A smooth-running, almost noiseless, sixty-horse-power engine furnishes power for all the presses and for the departments where machinery is used, without seemingly exhausting its full capacity. On the opposite side of the room is another trim piece of mechanism in the shape of a forty-horse-power engine, ready in case of accident, but used chiefly to drive two dynamos that occupy one end of the room; the latter being guarded by placards, on which are printed in large letters: "Danger—Hands Off!!" These dynamos furnish the lightning for some five hundred incandescent electric lamps, of the United States system so-called, this establishment being fully up to the times in this as in every other respect. Adjoining the Engine-Room in the next sub-basement, and separated by a heavy brick wall, is a "battery" of two steel boilers of sixty-horse-power each, which furnish ample steam both for power and heating.

Beyond the boiler-room is a large fire-proof vault, divided into convenient compartments of various sizes. Within its massive walls are stored many thousand dollars' worth of plates, engravings, etc., used in the expensive map and illustrated work which forms so large a proportion of the entire business of the establishment. Many of the plates are the property of railroads and other corporations, who utilize the resources of this establishment for the production of the artistic advertising matter to be seen to-day the world over. If destroyed, the plates could be reproduced only at great expense. Each compartment and every plate therein is numbered, the corresponding numbers being marked on the prints contained in the big volumes in the Proof-Room "library," before described.

But there is yet more to see. Taking the elevator again, stop at the third floor, and inspect one of the largest branches of all—the Bindery. Five large, airy, well-lighted rooms (all connected by large openings with iron-plated doors) present a variety of scene that is ample excuse for the fascination of the eye. In the Folding-Room piles of freshly-printed sheets are rapidly melting away beneath the nimble fingers of many bright-eyed young women, all busy as bees in a hive. In another department the folded sheets are being sewed together into the first semblance of the book or pamphlet. The backing department, where much of the work is done by machinery, comes next, and then the superfluous material is trimmed off by the cutting machines, and the covers are put on. No small portion of the work in binderies nowadays is done by machinery, and all here found is of the latest approved patterns. A monster hydraulic press, with power capacity for a squeeze of seven hundred tons, takes from the paper any impression left by the types. A heavy embossing press is constantly at work stamping covers, and five power-cutters trim the sheets or the book after they are ready for the covers. In the blank-book and stationery department, from which go forth many of the account books and blank forms used in the local banking-houses, counting-rooms and railroad offices, are smooth-running ruling and numbering machines, perforators, wire stitchers, book-sewing machines, and other labor-saving devices that increase the capacity and raise the standard of the work turned out by the modern bindery.

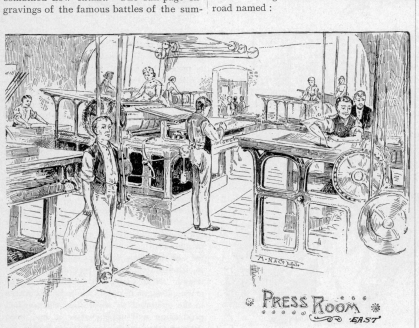
This one, thus hastily visited, is among the largest in the country. Its capacity is better estimated by the variety of work completed daily—such as railroad guide-books and folders, school publications, general commercial catalogues, etc.—than by the quantity of any one of its products, all of which, however, will bear the closest criticism and comparison with the best work of other houses, without fear or favor.

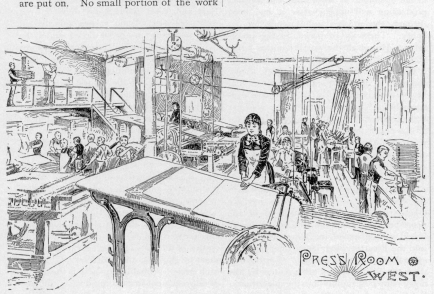
If from the foregoing the reader has been able to obtain some idea of the resources and processes of a printing establishment of the present time, and particularly of the dual interests that find a home in the "Washington Block," the purposes of this article will have been, in a measure, accomplished. Its mission cannot be completed, however, without mention of some few of the productions which have secured to Messrs. Matthews, Northrup & Co. the reputation of which they have reason to be proud, attained as it has been by painstaking efforts to elevate the standard of excellence in all branches of the printer's art—efforts, too, that have been duly appreciated by generous patrons and lovers of the beautiful in whatever art. Having the finest materials and the most skillful workmen, it is not strange that the illustrated tourist-books of travel issued by this house for some of the best-known railroad lines in the country have easily taken a foremost place in the field of fine book-printing.

Among the railroads that have employed the facilities of this concern for the production of fine specimens of workmanship in the class named may be mentioned the Chicago, Milwaukee & St. Paul, the Union Pacific, the St. Paul, Minneapolis & Manitoba, and the Western & Atlantic. The headquarters of the latter road is Atlanta, Ga., and the center of territory made historic by one of the most memorable campaigns of the Rebellion. "Mountain Campaigns in Georgia, or War Scenes on the W. & A.," is a sumptuous book, containing a profusely illustrated and admirably condensed history of the important engagements which were fought along the line between Chattanooga in Tennessee and Atlanta in Georgia. This elegant work, issued under the direction of the General Passenger Agent of the above road, is acknowledged to be one of the finest specimens of the printer's and engraver's arts combined now extant. The full-page engravings of the famous battles of the summer of 1864, together with the typography and presswork, make the book a veritable art publication, well worthy the words of praise accorded it by those best qualified of judges, Generals W. T. Sherman and Joseph E. Johnston, the brilliant commanders of the opposing armies. This expensive publication, the mechanical excellence of which—as well as its historical accuracy—has been so highly endorsed, reached its forty-fifth thousand at the end of the third edition last winter.

As showing the esteem in which the fine work of this house is held, may be instanced an order recently completed for the second 100,000 of a guide book illustrating the famous Eureka Springs of Arkansas. This second edition was printed in several colors throughout.

Consumers not infrequently elect to rely on the judgment and experience of the printer in the preparation of a style of work best suited to their needs. In such instances the commendation of the customer is the best evidence of the result attained. The following letter covers such a case, the order being an edition of 10,000 books, with an embossed cover printed in four colors, entitled "Virginia Summer Resorts" on the road named:





NORFOLK & WESTERN RAILROAD COMPANY,
Passenger Department.
ROANOKE, VA., June 1, 1888.
Messrs. Matthews, Northrup & Co., Buffalo, N. Y.:

Gentlemen: We have received a part of the order of guide books, and await shipment of the remainder, which I hope you will forward with as little delay as possible.

The work has been highly complimented, and I wish to express my appreciation of your efforts in furnishing us such a handsome book. Yours truly,

W. B. BEVILL,
G. P. & T. A.

The style of workmanship above noted may be found in many other books of the same class that have been executed in this establishment. The same may be said of the great variety of map and time-table folders, of which many expressions of appreciation have been received, as the following kind words testify:

ST. PAUL, MINN. & MANITOBA R'Y CO.
Traffic Department.
ST. PAUL, MINN., Dec. 17, 1887.
Messrs. Matthews, Northrup & Co., Buffalo, N. Y.:

Gentlemen: I have yours of the 18th, with enclosure, and have to advise you that the workmanship on the folder and its general appearance is very satisfactory indeed.

I wish to take this occasion to thank you for the kind and careful attention you have from time to time given to our suggestions and interests during the progress of this work

One of my competitors was just in my office and informs me that in his opinion it is as fine, if not the finest, folder issued by any railroad. This is flattering to you, as well as to Yours truly

C. H. WARREN,
General Passenger Agent.

—

THE CHICAGO, KANSAS & NEBRASKA RY.
(Rock Island Route.)
General Ticket and Passenger Department.
TOPEKA, KANSAS, March 14, 1888.
Messrs. Matthews, Northrup & Co., Buffalo, N. Y.:

Gentlemen: Folders received. I am very much pleased with the same in every particular. We regard the new folders as being at least equal, if not better, than any we have seen. Yours truly,

JNO. SEBASTIAN,
General Ticket and Passenger Agent.

The following from gentlemen of long experience in the preparation of railroad advertising matter shows that the above customer's opinion is shared by his contemporaries:

DENVER, COLO., March 22, 1888.
Mr. W. D. Mann, A. G. T. & P. A., C. K. & N. Ry., Topeka, Kansas.

Dear Sir: The folder you sent me, just issued by your line, is a *dandy*. Allow me to congratulate you on its production. Yours truly,

CHAS. S. LEE,
G. P. A. Colorado Midland Ry.

—

KANSAS CITY, MO., March 23, 1888.
John Sebastian, Esq., G. F. & P. A., C. K. & N. Ry. Topeka, Kansas.

Dear Sir: I want to congratulate you upon your new folder. It is the neatest and most serviceable folder put out by any line and I am exceedingly obliged to you for the generous showing given our line therein.

Yours truly,

J. E. LOCKWOOD,
G. P. & T. A. Kansas City, Fort Scott & Gulf R. R.

Both of the above were orders for engraving the map and printing large monthly editions of folders.

Of the "Art of All Arts Trade Annual," a large quarto volume of nearly 100 pages, exemplifying in its typography and illustrations the highest attainments in the arts which contributed to its preparation, and containing superbly illustrated articles on the invention and perfection of the printing press, the making of paper, of type, of ink, etc., the following extract from a review in the *Rochester Morning Herald* gives a condensed description:

"It is the artists' designs, the typography, the press work which attract attention and command admiration, as much other printed matter that has come from the firm of Matthews, Northrup & Co. has done. The cover is pale green, with strikingly effective artistic designs, printed in red, orange, blue, buff, and olive, with a great deal of bronze, the color scheme being so perfectly drawn that it is at once conspicuous and resting, bold but beautiful. The printing office that produces this class of work, of which we have frequently heretofore been pleased to speak, is connected with THE BUFFALO EXPRESS, and is conducted on a basis of royal liberality. There is nothing too good in the line of material, nothing too expensive in the reproductive arts, for this firm, and with this in mind, and the one other fact that every workman is an expert, the popularity of the house and its ever-widening reputation is no longer a secret."

That the reputation of this establishment is not confined to this country is attested by the following notice in the June number of *The Paper and Printing Trades' Journal*, issued from The Leadenhall Press, Messrs. Field & Tuer, publishers, London, Eng., a copy of the paper being accompanied by an autograph letter from Mr. Andrew W. Tuer:

"THE ART OF ALL ARTS TRADE ANNUAL, a quarto of about a hundred printed pages, issued by Matthews, Northrup & Co., Buffalo, N. Y., U. S. A., is a piece of work containing much valuable information on the history and wonderful progress of printing. The first part of the work is devoted to 'A Short History of the Printing Press,' admirably illustrated with cuts of old printing presses and modern printing machines, including that on which the book was printed. The next part is devoted to 'The Making of Paper,' its history being traced from the earliest days up to the modern paper-mill, where the fine paper is made on which the work is printed. 'The Tale of the Types' follows, the Chinese getting credit for making the first type in the sixth century. Then follows 'Printing Inks, How Made and How Used,' the process described and illustrated. An interesting and fully-illustrated description of the extensive printing house of Matthews, Northrup & Co., printers and publishers of the 'Annual,' concludes the literary portion, to which is appended a number of handsomely-designed business announcements. The entire typographical get-up of the 'Annual' is in the neatest and most artistic style, and the printing, on thick superfine paper, simply perfect. The cover is striking in design, mediæval in character, and beautifully printed in colours on tinted paper. In every way the Arts Trade Annual is worthy the high reputation of its publishers for artistic and finished typography."

In the execution of general commercial work orders have as careful attention and superintendence as that given to the higher grades of illuminated work. While it costs more to do good work than poor, of whatever class, it is the aim of this house to give the consumer the benefit of the lowest price possible without skimping in material or workmanship. Probably no better example of the results attained in the production of the less expensive grade of work in bulk can be found than *The Illustrated Buffalo Journal* of the International Industrial Fair now in progress in this city. Many readers of this article are doubtless familiar with the handsome paper that has spread the details of what the Fair was to be to all parts of the world. Octavo in shape, each number containing sixteen pages profusely illustrated the *Journal* had reached a circulation of 800,000 copies with the fifth issue. How well the work has been done is best attested by the following extract from an unsolicited letter to the management of the paper:

BURLINGTON, VT., Aug. 3, 1888.
"Fair Journal," Buffalo, N. Y.:

Gentlemen: Your sample copies of the *Journal* were duly received, and we wish to compliment you upon the splendid appearance of this paper. It is, however, needless for us to mention this, as the fact of its being printed by Messrs. Matthews, Northrup & Co. is sufficient guarantee of its typographical merit. Yours truly,

WELLS & RICHARDSON CO.

The compliment above conveyed is specially significant in connection with the following from the same source after a thorough test had been made of the facilities of this establishment:

BURLINGTON, VT., Dec. 27, 1887.
Messrs. Matthews, Northrup & Co., Buffalo, N. Y.:

Gentlemen: We feel under obligations to you for your promptness in this work.

Yours truly,

WELLS & RICHARDSON CO.

This was written after the delivery of eighty tons of printed matter, on an order for over 100 tons. This order represented more than a year's work for two machines and a dozen hands, but was done inside of four months without diminishing the other product of the concern.

In no department of commercial printing is careful workmanship more necessary than in the production of illustrated stove catalogues. For this class of work a reputation viewed with pardonable pride has been achieved. Among the regular patrons in this line are: Messrs. Sherman S. Jewett & Co. of Buffalo, Detroit, Chicago, Milwaukee, and San Francisco; the Michigan Stove Company of Detroit, Chicago, and Buffalo; the Detroit Stove Works of Detroit, Chicago, and Buffalo; Burdett, Smith & Co. of Troy and Chicago; The Fuller & Warren Co. of Troy, Chicago, and Boston; the Baxter Stove Company of Mansfield, O.; B. C. Bibb & Son of Baltimore, Md.; the Phillips & Clark Stove Co. of Geneva, N. Y.; Pittston Stove Company of Pittston, Pa.; the Danville Stove and Mfg. Co. of Danville, Pa., and other well-known concerns. The illuminated covers on some of these books are pronounced among the finest specimens of color printing ever seen.

In this connection it should be noted that many other stove houses are among the customers in the wood engraving department, a fact that speaks volumes for the product of that branch of the business, for in no description of mechanical engraving is a higher standard of workmanship demanded than that required by the stove trade.

In the relief-line and map-engraving department Messrs. Matthews, Northrup & Co. justly claim the lead over all competitors. The excellence of the results achieved by these processes entitle it to rank second to none in the world for this class of work. Among the many different concerns—aside from railroad companies in all parts of the country—who have had fine map-work done here are Messrs. Van Antwerp, Bragg & Co. of Cincinnati and New York, a complete series of maps in colors for the Eclectic school geographies, of which they are the publishers; Messrs. A. S. Barnes & Co., New-York and Chicago, maps in colors for Barnes's complete geography; Messrs. Houghton, Mifflin & Co. of "The Riverside Press," Cambridge and Boston, Mass.; the United States Fish Commission; the Botanical Department of Cornell University, Ithaca, N. Y., and many others. Nor is their reputation in this line confined to this country. Large orders for engraving and printing of maps in colors are now being executed for the Picturesque Atlas Publishing Co. of Sydney, Australia. A series of 30 large maps, each in five colors, for an atlas published, under the auspices of the Mexican Government, in the City of Mexico, is also worthy of note as showing the facilities of this department.

Evidences of the estimation in which the results in this department are held by judges of experience are best given below:

ATLANTA, GA., March 30, 1888.
Messrs. Matthews, Northrup & Co., Buffalo, N. Y.:

Dear Sirs: I wish to thank as well as congratulate you on the geographical correctness and superb artistic finish of our new Western & Atlantic folder map. It is the best railroad map I have ever seen, and I take pleasure in writing to you what I have several times said to others, that I think that no other house in America compares with yours in Map-making.

With kindest regards, yours very truly,

JOSEPH M. BROWN,
General Passenger Agent W. & A. R. R.

—

ST. LOUIS, MO., Nov. 14, 1887.
Matthews, Northrup & Co., Buffalo, N. Y.:

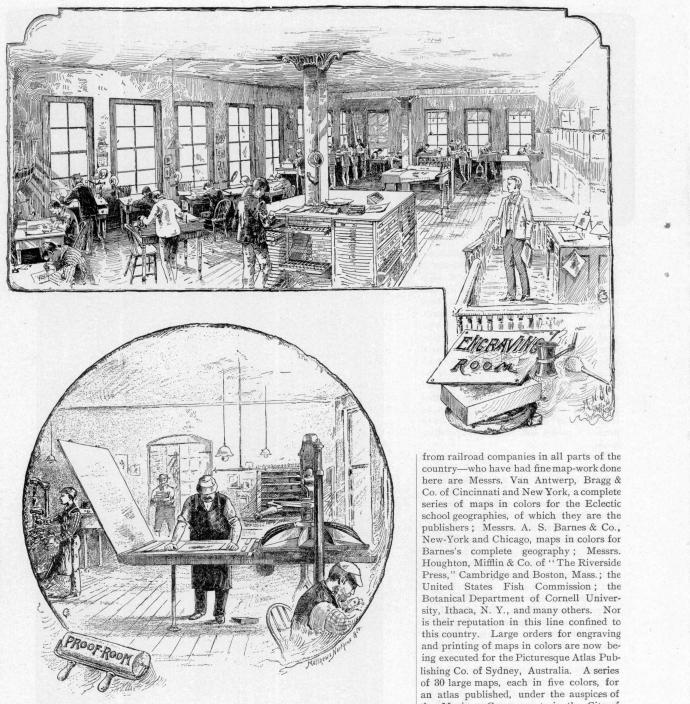
Gentlemen: I desire to say that we are more than pleased with the map of the Cotton Belt Route, and consider it the handsomest and best map ever gotten up by any one, and we thank you for the pains which you have taken with the work, and can assure you that whenever we have anything which we can send so far from home, Matthews, Northrup & Co. shall not be forgotten. Yours truly,

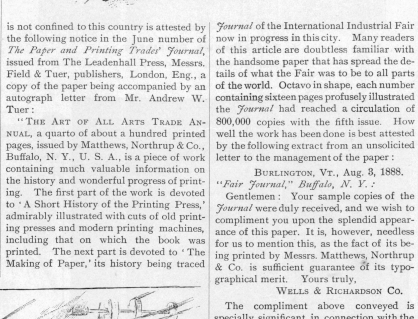
E. W. LABEAUME,
A. G. P. A. St. Louis, Arkansas & Texas R'y.

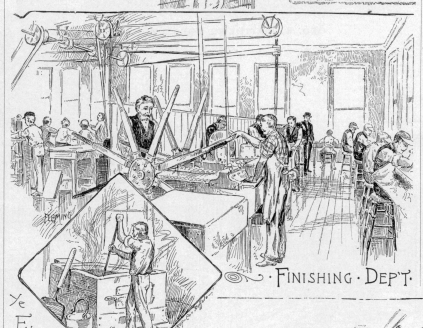
This was a large wall map of the Southwest, engraved and printed in colors and mounted on rollers.

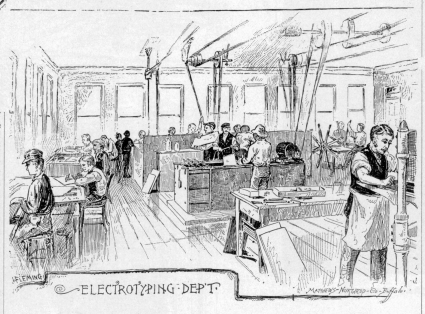
In taking leave of an establishment so thoroughly equipped that every requisite—raw materials alone excepted—for letter-press, color, and illustrated work of the very best style, is furnished on the premises a retrospective view will prove of interest. The separate departments are as follows: Designing; photo-engraving and photo-zinc etching; wood, metal, and relief-line engraving; electrotyping and stereotyping; type-setting (two departments); press-room (three departments); bindery (five departments). More than an acre and a half of floor space is covered by the different departments, in which over 200 people, thoroughly skilled in their trades and arts, find employment. All of them, whether managers, superintendents, artists, photographers, foremen, pressmen, or compositors, are striving together to turn out work which shall be unexcelled anywhere.

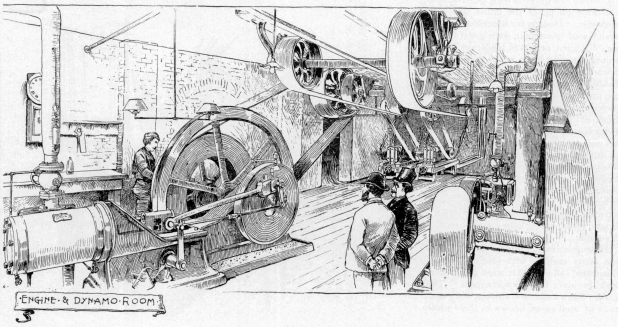
The facilities and talents here brought together represent a very heavy investment, and it may be confidently believed that even this hasty examination of their resources will amply justify the assertion that the Art-Printing Works of Messrs. Matthews, Northrup & Co. must be ranked with the most complete concerns of the kind in the world.











TOO MANY WOODEN ONES.

During 1887 the Buffalo Common Council granted 1,745 permits for the construction of frame buildings.

BUFFALO'S SEWERS.

There are about 175 miles of sewers. The City Engineer's Department spent $865,097.60 during last year.

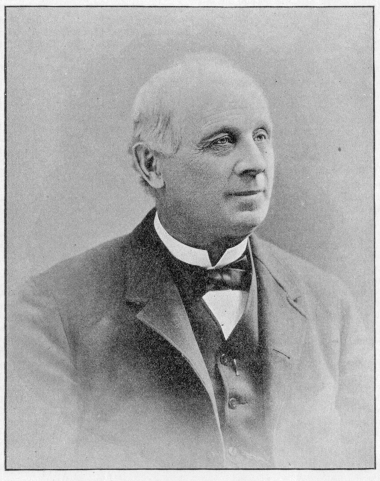
FOR SWEET CHARITY'S SAKE.

The expense of the City Department of Poor Relief for 1887 was $83,210.

DAVID PORTER DOBBINS.

Capt. D. P. Dobbins, third son of the late Capt. Daniel Dobbins (well known as a successful navigator of the great lakes from 1800 to 1849 and the originator of the construction of Perry's fleet in 1812 and 1813 and as a participant in conquering control of the lakes from the British and Indians), was born at Erie, Pa., in 1817, and, following the example of his worthy sire, naturally took to the water, and at 16 began a lake-faring life which lasted for 18 years, and until 1851, when he sold out, and entered into the marine insurance business in Buffalo.

During his years of service as a marine underwriter he planned and constructed the powerful wrecking steamer Magnet and the towing tug Anna P. Dorr for the insurance companies, and occasionally operated



CAPTAIN D. P. DOBBINS.

them himself. Retiring from the insurance business, he re-entered the water-carrying trade, and in 1873, in his fine canal-steamer, the Wm. Newman, competed for the $100,000 prize offered by the State of New-York for the best application of steam upon the canal. Although, as he held, he had the best and most speedy steamer, he was, as he thinks, defrauded out of the first prize by a trick of his competitors, and was awarded the second prize of $15,000. Then, pooling his award with the winner of the first prize, Wm. Baxter, they staked their all, and established the Baxter line of steam canal-boats between New-York and Buffalo, consisting of 15 steamers. The depression of the inland water-carrying trade at that time, caused by high tolls upon the canal and the severe railroad competition, soon brought ruin to the carriers, and the Baxter steam canal-boat company succumbed with others, and Capt. Dobbins was left penniless and out of business.

In 1876 he accepted the appointment of Superintendent of the Ninth District of the U. S. Life-saving Service, comprising the American coast of Lakes Ontario and Erie and the Ohio River at Louisville, Ky. This position he continues to hold at this time. During 43 years experience on and

CHARLES GIES.

about sail and steam vessels, on fresh and salt water, as boy, man, master, owner, consignee, and shipper, and 12 years experience as a superintendent in the Life-saving Service, our veteran townsman, has participated, directly and indirectly, in many expeditions for the relief of the distressed or shipwrecked which have resulted in the saving of many human lives and a vast amount of valuable property. Having become convinced of the utter insecurity and inadequacy of the boats in general use for life-saving purposes, it seemed his duty to offer to the world in a tangible form the results of his convictions. With this object in view, he made an exhaustive study of the whole subject, mastering the various principles and methods of life and surf-boat construction, from Lukins's first life-boat in 1785 to the present time. After expending much time, labor, and money in experiment, he has produced many surf life-boats and other life-saving appliances which, after years of hard service trial, are pronounced by the crews that handle them the safest and most effective boats known.

Capt. Dobbins was married at Erie, Pa., in 1840, to Miss Mary Richards. Mrs. Dobbins, who was a most estimable lady, died in this city in 1885. Their daughter Anna, now Mrs. James P. White, lives with her family in the homestead of the late Dr. White. Their son, John R. Dobbins, who served with distinction in the War, married Miss Kate Williams of Buffalo and removed to California, where he owns a fine orange and lemon ranche.

Capt. Dobbins is a member of Trinity Church, of the principal public societies, and of Hiram Lodge, F. & A. M. Nominally a Republican in politics, he is a supporter of good men rather than of strict party measures. That the genial veteran's voyage of life may long continue in all the serenity and usefulness typified by the "Dobbins Life-boat" is the sincere wish of a host of friends.

Having been solicited to do so, Capt. Dobbins will place an eight-oared "Dobbins Surf Life-boat" and transport and launching wagon on exhibition at the International Fair.

CHARLES GIES.

Prominent among the younger men of this city who have successfully made their own way is Mr Charles Gies, President of the extensive lithographing, printing, and engraving firm of Gies & Co.

He was born in the province of Alsace, near the city of Strasburg, 1846. Eight years later the family emigrated to America, and came direct to Buffalo. He passed two years in the public schools of this city, and at ten years of age went to work in the office of the *Buffalo Telegraph*, a German daily then published on Main Street, opposite the Tifft House. Here, as apprentice and general office-boy, he learned the rudiments of the printing business, at which, later in life, he became an expert. It fell to his lot to work all night twice in the week, for the *Telegraph* was a morning paper; and after long hours spent in rolling the form, as the papers were printed on a hand-press, he started out as soon as the edition was ready to "carry a route" and supply customers. It was a big route for a tired boy, for it covered the territory from Court Street north to High, and intervening streets, then back to Niagara, and out Niagara to where the present street-car barns are located.

After about a year of this work he secured a position with Sage, Sons & Co., lithographers, and with them he remained for 16 years. Here he rose from one position to another, and learned, practically and thoroughly, the various processes of lithographing, printing, book-binding, wood-engraving, and electrotyping. At one time and another he had charge of these different departments of the business, and at one period traveled for the firm three months in the year. This variety of experience has made Mr. Gies a master of each branch of the large business which he now successfully carries on. His experience has covered a period of thirty-two years, with the exception of three months, during which time he enlisted and served in the Army.

He had managed, during the earlier years, to attend a public night-school. Then he went to evening sessions of Hicks's Commercial College, and later, getting leave of absence from work during a few hours daily, he attended for six months Schreck's private school formerly kept on Ellicott Street near Huron.

In 1873, being eager to get a thorough knowledge of the lithographing business, Mr. Gies severed his connection with Sage, Sons & Co. and went to New-York, where he entered the employ of one of the largest lithographic houses in the city. His purpose then was to start in business for himself as soon as possible. Thus it was that after a year's profitable experience in New-York he returned to Buffalo and began business for himself as a lithographer. The venture, at first on a small scale, over the corner of North Division and Washington streets, prospered from the beginning, and has grown to include the many branches of engraving, lithographing, book and job printing, and binding. In 1886 the company of which Mr. Gies is the head erected the extensive buildings which it now occupies, at the corner of Swan and Center streets. Here Mr. Gies gives close personal attention and supervision to the large business which his thorough ability and industry have built up.

RUFUS M. CHOATE.

The travelling public needs no introduction to Mr. Rufus M. Choate, the popular passenger agent of the Western Transportation and Union Steamboat Companies, who for over a quarter of century has been ticketing westward-bound lake tourists to Chicago and beyond.

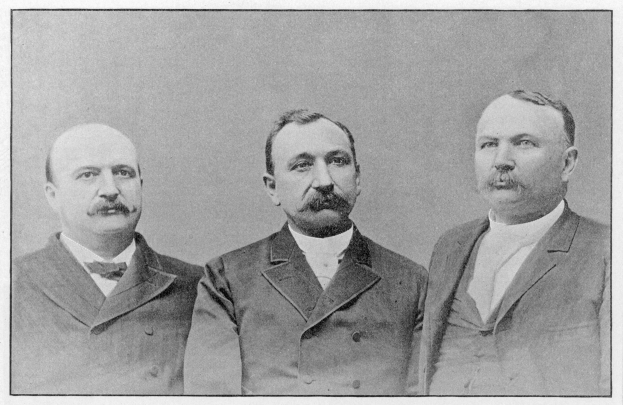
Mr. Choate was born in Clarence, this county, October 5, 1840. His common school education was supplemented by a course at the Clarence Academy, and a few months' instruction in business methods at Bryant & Stratton's College in this city. In 1860 the ambitious young man went west; but returned the following year. He was among the first to respond to the call of his country for three months' volunteers to suppress the Rebellion, and together with the gallant company of Clarence boys proceeded at once to the front. At the close of a term of patriotic military service he was honorably discharged. Upon his return to Buffalo he became identified with the transportation business as an employee of the late Charles Ensign. His aptitude for this calling led to a rapid promotion and in due time he was appointed general passenger agent for all the Chicago lines.

In the year 1884 Mr. Choate entered into a co-partnership with Mr. J. E. Walsh to carry on a general real estate, insurance, and ticket business at No. 122 Exchange Street.

Mr. Choate is a large owner of real estate in the Thirteenth Ward, and his house and grounds are the finest in that section of the city. He is untiring in his efforts to secure for the southeastern portion of the city rapid transit, better drainage facilities, and the projected $100,000 park—all of which he expects to see secured within the next five years or sooner.

FERNANDO J. RIESTER.

Mr. Riester is the proprietor of the Buffalo Stained Glass Works, and a successful business-man. He was born on the 14th day of March, 1840, and is a native of Central France. Emigrating to the United States in 1852, he located in Buffalo and has remained here ever since. In 1856 he entered upon the study of his art under the tutorship of the late G. L. Burns. Having a natural aptitude for it, Mr. Riester soon became proficient in its various details. He worked at the business as an employee until 1864, when, in company with Mr. W. Booth, he bought out C. J. Thurston, the proprietor of the Buffalo Stained Glass Works, and has since been engaged in the production of artistic stained glass. In January of the present year he became sole owner of the plant and business, and now conducts it in person. A stirring and enterprising business man, F. J. Riester is sure to gain a full measure of success.



F. C. M. LAUTZ. CHARLES LAUTZ. J. ADAM LAUTZ.

THE LAUTZ BROTHERS.

It is hardly necessary to say that the faces here presented are those of three of the Lautz Brothers. Few men are known so well. Uprightness and enterprise have made them known from Maine to California.

The three were born in Dieburg, Germany, J. Adam Lautz in 1840, Charles in 1842, and Frederick C. M. in 1846. The family came to this country and to Buffalo in 1853. Their father, Wm. Lautz, was a candlemaker and began business at once. After buying a $5 kettle, he had $9 left for capital. He used to make the candles at night, and in the daytime the boys used to sell them and buy raw material for another night's work.

With the aid of a small iron wash-kettle and a kitchen stove, the elder Mr. Lautz branched out into soap-making. From that day to this the Lautzes have prospered.

Their great soap factory on Hanover Street has the capacity for turning out 1,200,000 pounds of soap a week. The firm have branch offices in New-York, Philadelphia, and San Francisco, and agents all over the country. The Lautz Brothers are also interested in the Niagara Starch Works, Wesp, Lautz Bros. & Co.; the Niagara Monument Works, Lautz & Co., and the Niagara Tool Factory.

The Lautzes are public-spirited citizens as well as energetic business men. They have been especially connected with the growth of Buffalo's musical organizations; in fact, there has been hardly a single important musical event in the city for years in which they have not taken an active part.

Mr. J. Adam Lautz went to New-York in 1860, when 20 years old, and responded to the first call of President Lincoln for 75,000 men, joining the 20th New-York State Volunteer Regiment, which was first stationed at Fortress Monroe. Mr. Lautz accompanied Gen. Butler's expedition to Fort Hatteras, N. C., where the first prisoners were taken. He was an eye-witness of the burning of Hampton, the Merrimac-Cumberland fight, the blowing up of the Congress, and the Monitor-Merrimac fight. He was engaged in the Seven Days' battles in the Peninsula, the second battle of Bull Run, the battles of South Mountain and Antietam, the first, second, and third Fredericksburg fights, Gettysburg, and many lesser engagements.

Mr. Lautz was one of the organizers of the Orpheus Singing Society and was before that an active member of the Liedertafel. He is president of the German Young Men's Association, a member of the Merchants' Exchange, president of the Ziegele Brewing Company, and holds a number of other offices.

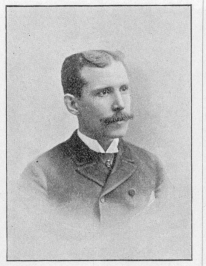
Mr. Charles Lautz has been prominently connected with the erection of Music Hall, and is at present one of the building committee of that institution. He was for several terms president of the Buffalo Catholic Institute, is one of the directors of the Buffalo Business-men's Association, and is treasurer of the Villa Park Land Company.

Mr. F. C. M. Lautz was also in the War, joining the 81st New-York State Volunteers in 1865, not being old enough till then. He saw eight months of service. He, too, was one of the organizers of the Orpheus, of which he is an active member. He was elected President of the German Young Men's Association three times, serving from 1881 to 1884, during which time the old Music Hall was built. He has been real-estate commissioner of the G. Y. M. A. ever since, and is now chairman of that commission. "He was one of the organizers of the old Philharmonic Quartette, and is now President of the Buffalo Orchestra Association. He is also first vice-president of the Buffalo Musical Association, and has been baritone soloist at St. Paul's for the last 13 years. Among his business enterprises is the Queen City Cyclorama Company, of which he is President. Mr. Lautz served for a year and a half on the local board of Civil-service Commissioners.

C. K. SUMMERHAYS.

The subject of this sketch was born in Rochester some 29 years ago, and began in the business of heating and ventilating 16 years later with E. H. Cook & Co. of that city. From the duties of the office he advanced, until five years ago in May he came to Buffalo to open a branch store for his employers. Two years later he succeeded them in this establishment, and has since conducted the business himself, doing a yearly business of from $75,000 to $100,000 and employing from 40 to 50 men.

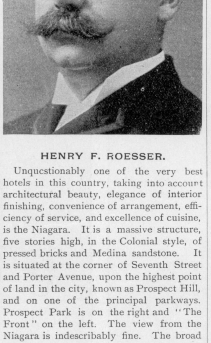
Though only five years a resident, he is widely known, and his list of references includes some of the most prominent public and private buildings and residences in the city. Within the year Mr. Summerhays has heated the Niagara Hotel, the Burt, Lewis, Tucker, Courier Company, John C. Jewett, Cosack & Company, and other buildings and many private homes, among which are the new houses of Dr. M. D. Mann, George H. Dunbar, C. W. Miller, L. G. Millard of Indianapolis, George Goetz, Harry Ramsdell, and the offices and homes of Green & Wicks, the architects. His business is steam and hot-water heating only, and all work is superintended by one of the best steam engineers in the country, Mr. A. Milligan.



ROBERT S. DONALDSON.

The 38,000 depositors in the Erie County Savings Bank will be glad to possess a good picture of the custodian of their funds, Mr. Robert S. Donaldson, the secretary and treasurer of the institution, and will be interested in learning something of his personal history.

Mr. Donaldson was born in Buffalo, September 20, 1851, and was educated in the grammar schools of this city, followed by two years in the Central School. He then entered Bryant & Stratton's Business College, where in six months' time he completed the prescribed course. On the 11th of March, 1868, he entered the Erie County Savings Bank as a clerk, and has remained there ever since. His industry, business aptitude, excellent personal habits, sound judgment, and deep devotion to the interests of the institution duly impressed the officers and directors, and promotion followed promotion until on the 6th of November, 1886, he was elected secretary and treasurer to fill the vacancy occasioned by the death of Cyrus P. Lee. A more meritorious selection could scarcely have been made, and under his care none of the interests of the bank have been permitted to suffer. Mr. Donaldson was married May 11, 1876, to Miss Carrie Dodsworth of this city, and one child, a daughter, has been born to them. Although the career of the subject of this sketch has been chiefly a life of business, he has nevertheless found time for some excellent outside work in behalf of worthy institutions, chief among the objects of his care being the Newsboys' and Bootblacks' Home.



HENRY F. ROESSER.

Unquestionably one of the very best hotels in this country, taking into account architectural beauty, elegance of interior finishing, convenience of arrangement, efficiency of service, and excellence of cuisine, is the Niagara. It is a massive structure, five stories high, in the Colonial style, of pressed bricks and Medina sandstone. It is situated at the corner of Seventh Street and Porter Avenue, upon the highest point of land in the city, known as Prospect Hill, and on one of the principal parkways. Prospect Park is on the right and "The Front" on the left. The view from the Niagara is indescribably fine. The broad sweep of the waters of Lake Erie in the distance, the gleaming current of the great river near at hand, the shores of Canada showing bluely against a background of dark forest, make up a scene that is not soon forgotten. The situation is ideal—the city, with its smoke and noise, seems to be miles away. The building is of generous dimensions and can comfortably provide for a large number of guests. It has a frontage of 185 feet with wings extending back 110 feet. The main entrance, on Porter Avenue, is approached under a grand veranda 80 feet long by 16 feet wide supported by six massive pillars. The main hall is an imposing apartment 30x48 feet, crossed at right angles by a corridor extending the whole length of the building. Beyond the main hall, and in line with the grand entrance, is the conservatory and green-house. The hall and reading-rooms are finished in Old Colonial style in quarter-

W. A. CASE.

ed oak, with polished hard-wood floors covered with oriental rugs. The kitchen and bakery are in buildings separated from the hotel. Steam and odors can not penetrate the main building.

The management of the house is in the hands of Mr. Henry F. Roesser, a well-known hotel man, formerly manager of the Palace Hotel, Buffalo, and more recently of the St. James Hotel, Gilsey House, and Hotel Brunswick, New-York City. Mr. Roesser is one of the most affable of men, and has a host of friends among the hotel-patronizing public. Under his management the Niagara is a model in all departments of its service, and the more experience the guest has had of famous hotels the more certain he is to recognize and appreciate the indisputable fact that the Niagara today is as complete and delightful a hotel as there is in existence.

H. McMICHAEL.

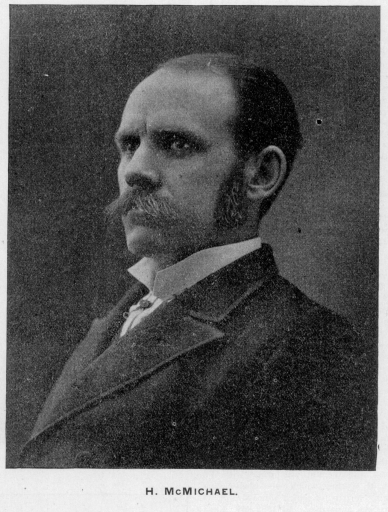
Within the past few years Mr. H. McMichael, a leading photographer of this city, has made a record for price work unequalled in his profession, and has won the highest honors in the gift of the Photographers' Association of America. A brief notice of his triumphs will be found of interest.

He was born in Norfolk County, Ontario, in 1844. The first 21 years of his life were spent on a farm, and since that time he has been a photographer. After following this business for a short time in Hamilton and other Canadian towns, Mr. McMichael came to Buffalo and opened the gallery at No. 246 Main Street, where he has been ever since.

He joined the Photographers' Association of America in 1884, and attended its convention in Cincinnati that year, but made no exhibit. It was decided to hold the convention of 1885 in Buffalo, and Mr. McMichael was elected local and recording secretary therefor. At the Buffalo convention he made his first exhibit, and took a first prize of $100. At that convention he was elected general secretary, and was re-elected at the convention of 1886, held in St. Louis. During these two years of Mr. McMichael's management the Association cleared more money than all the photographers' conventions ever held in America had done before. At St. Louis he took a first prize of $100 in gold and a silver medal on his general exhibit. The next year, at Chicago, he took the first gold medal of America and $100 in gold—the two principal prizes. At Minneapolis, where the Association met the present year, he took the first cash prize for general work, and a medal; and was elected president of the Association by acclamation—the first man ever so honored.

Mr. McMichael has also taken the following prizes: The first gold medal of Canada in 1866 and again in 1867, at the International Exposition at Toronto; in 1887, the first prize offered by the Canadian Photographers' Association; and in January, 1888, he received one of two silver medals offered by the Photographic Society of India, at its Exposition held under the auspices of Lord Dufferin. It was a prize for portraits, open to the photographers of the world. The fellow of the one which Mr. McMichael won for Buffalo went to Geneva, Switzerland.

Many of the portraits in this Extra Number of THE EXPRESS are direct reproductions from photographs by Mr. McMichael. He has secured 800 feet of space at the International Exposition in this city, and will make a general exhibit of his prize pictures from 1885 to the present year.



H. McMICHAEL.

W. A. CASE.

Probably no man among those who have been long engaged in trade in this city has a larger circle of friends and acquaintances than W. A. Case. Taking a prominent part in the business life of Buffalo, especially in the earlier years of the city's development, he has gained a reputation for integrity and business foresight second to none. Mr. Case was born at Hammond, a little village in St. Lawrence County, a few miles from Ogdensburg, in 1824. While he was still a child his parents removed to Watertown, where they resided for several years. When he had arrived at the age of eight, his parents again removed, this time to Schenectady. Here he attended school until he was 14 years of age, at which time he was employed by his father to work upon the farm. His father's farm was on the Mohawk River, across from Schenectady, and he worked there until he was 17. At this time his father had taken a contract for a part of the work of building the Genesee Valley Canal, and the young man was permitted to accompany him. After completing the canal work his father took a contract on the Troy & Schenectady Railroad. When this contract was finished Mr. Case determined to learn a trade. He served an apprenticeship and mastered the art of copper and sheet-iron working. His steady application to his work resulted in his learning the trade thoroughly, and when his time had expired he had mastered every detail of locomotive, copper, and sheet-iron work.

Mr. Case was married in January, 1846, at Schenectady. Shortly after his marriage he came to Buffalo. His first wife dying in 1851, he was married in 1852 to Mary H. Emeigh of Buffalo. He had been in the city but a short time when he was offered a position with S. Dudley & Son. Here he worked for three months at his trade. It was not long before his employers discovered his superiority over the other journeymen, and when the first three months had expired he was made foreman of the shop. He remained with this firm for seven years, and during that time made preparations to go into business on his own account. He had no intention of beginning for himself as soon as he did, but owing to the solicitation of certain railroad officials who wished him to do copper and repair work for their corporations he opened a shop at the corner of Washington and Ohio Streets in 1852. At the time of opening his place he rented one of the top floors. Since then there has been an expansion and a development so great that the business now occupies the entire block. Mr. Case's business is of large proportions. He gives constant employment to eighty men, and at the present time it is frequently difficult to keep up with the orders. A few years ago Mr. Case took his son, W. G. Case, into partnership with him, and the business since that time has been conducted under the name of W. A. Case & Son.

THE JUDICIARY.

Men of Learning Who Are Clothed with the Power of the Law.

ON this page are portraits of the Judges of the several Courts (not Federal) which have jurisdiction in Buffalo. The highest court in the State is the Court of Appeals. Below that is the Supreme Court. For the exercise of the functions of this court the State is divided into five Departments and eight Judicial Districts. Following are brief biographical sketches of the Justices of the Eighth Judicial District.

The Hon. Charles Daniels.

The senior Justice is the Hon. Charles Daniels, who was born March 24, 1825, in New-York, of Welsh parents. Early left to shift for himself, he was apprenticed to a shoemaker, and worked at that trade after coming to Buffalo in 1842. He began the study of law while pegging shoes; later he managed to take a classical course at Canandaigua, and was admitted to the bar at the age of 22. He became a member of the Buffalo firm of Cook & Daniels, which lasted until 1850, after which time he continued in business alone. He was elected to the Supreme Bench November 3, 1863, to fill a vacancy caused by the death of the Hon. James G. Hoyt, having filled the place by appointment of Gov. Horatio Seymour from October 9th. He was re-elected in 1869, and again without opposition in 1877. He was appointed Associate Justice of the General Term, First Department, by Governor Dix in December, 1873, holding the office for two years. In 1880 he was reappointed to the same position by Governor Cornell. In 1886 he received the Republican nomination for Associate Judge of the Court of Appeals, but was defeated by Rufus W. Peckham. Judge Daniels has earned a very high reputation as a jurist, both with the bar and the people. He is an indefatigable worker. His term expires in 1891.

The Hon. George Barker.

This able and distinguished jurist was born in the town of Venice, Cayuga Co., Nov. 6, 1823. He obtained his education at the common and select schools near his father's home, and at the Aurora Academy, Cayuga Co. His legal studies he pursued in the office of David Wright of Auburn, and was admitted to the bar in that city in 1847. In January, 1848, he began practice in Fredonia, where he has since resided. Of this village he was president in 1853, 1857, and 1858. He was elected District Attorney in 1853 and again in 1862. He was also a member of the Constitutional Convention in 1867, and as a member of that body held a place on the important committees on the Judiciary and on the Legislature and its organization. In 1867 he was elected to the Supreme Court for the term of eight years, and at his re-election in 1875 he had no competitor, having been nominated by the conventions of both parties.

The Hon. Albert Haight.

One of the youngest as well as one of the soundest and most able of the Justices of the Supreme Court is Albert Haight. He was born at Ellicottville, Cattaraugus Co., Feb. 20, 1842, and his boyhood was spent on a farm near Aurora, this county. After admission to the bar, Nov. 18, 1863, at the early age of 21, he began the practice of his profession, continuing it until 1872, when he was elected County Judge of Erie County. Previous to this election, Mr. Haight had been for three years a member of the Board of Supervisors of the county, and a clerk of the Surrogate's Court for one year. He was elected County Judge at the age of 30, and four years later was elected to the bench of the Supreme Court.

The Hon. Henry A. Childs.

This much esteemed Justice was born at Carleton, Orleans County, July 17, 1836. He received a common school and academic education, and in 1857 began to study law with Judge B. L. Bessack of Albion. He was admitted to the bar four years later, and from that date until his election to the Supreme Court bench engaged in the practice of his profession. In 1865 he was elected District Attorney of Orleans County, and served for three terms. In 1874 he formed a partnership with Senator Pitts, and the firm continued one of the most successful of Western New-York, until Judge Childs took his place on the bench of the Supreme Court at the beginning of 1884, where he has since made an enviable reputation as a just and learned judge. He resides at Medina.

The Hon. L. L. Lewis.

For years before he became a Supreme Court Justice, the Hon. L. L. Lewis was one of the leaders of the Buffalo bar. He was born at Mentz, Cayuga County, this State, May 9, 1825; his ancestors were of Welsh descent, and his grandfather was one of the pioneers of Central New-York. He received a common-school education, and at 18 began the study of the law with Hulbert & Hall of Auburn, and finished with the distinguished firm of Seward & Blatchford of the same place. Admitted to the bar in 1848, he came at once to Buffalo and began practice. In 1852 a partnership was formed with Mr. C. O. Pool, which lasted three years. After brief association with Mr. Edwards and Mr. George Wadsworth, a partnership was formed with William H. Gurney, which lasted twelve years, during a part of which time Mr. A. G. Rice was a partner. In 1882 Mr. Lewis became associated with Mr. Adelbert Moot and Mr. George L. Lewis, his eldest son, under the name of Lewis, Moot & Lewis. Judge Lewis has served two terms in the State Senate, being first elected in 1869. He was elected a Supreme Court Justice in 1882. Long conspicuous for ability at the bar, he has given proof of judicial qualifications on the bench.

The Hon. Thomas Corlett.

The Isle of Man was the birthplace of Thomas Corlett, about the year 1826. When an infant his parents came to this country and settled at Attica, Wyoming County. His legal education was acquired in the office of the Hon. W. Riley Smith of Attica. He was admitted to practice in 1848 at the Buffalo General Term, and opened an office at Attica. A partnership was formed with Andrew J. Lorish, who had been a student in Mr. Corlett's office. This connection was dissolved in 1868, when Mr. Corlett came to Buffalo and became associated in practice with the Hon. Charles F. Tabor. The firm of Corlett & Tabor dissolved in 1874, and in 1878 that of Corlett & Hatch was formed, the junior partner being now the Hon. Edward W. Hatch of the Superior Court. In 1883 Mr. Corlett was elected a Justice of the Supreme Court, a merited honor after a successful professional career.

THE SUPERIOR COURT.

This most important branch of our local judiciary grew out of the Recorder's Court of the city of Buffalo, which was organized under an Act of the Legislature in 1839. Its origin was owing to the fact that the Circuit Court, Oyer and Terminer, and General Sessions were inadequate to do the business. In 1854 the Court was reorganized on the general plan of the Superior Court of the city of New-York, as far as relates to civil jurisdiction, which is in the main co-extensive with that of the Supreme Court in the two cities. The Superior Court of Buffalo has also jurisdiction of all crimes committed in the city of Buffalo. Its bench has been always occupied by judges of learning and ability.

The Hon. Charles Beckwith.

The present Presiding Judge of the Superior Court is the Hon. Charles Beckwith. He was born in Genesee County, this State, and in 1836, when but a child, was taken by his parents to Kalamazoo, Michigan. He saw a good deal of the toils and privations of frontier life. He prepared for college, entered Michigan University, and graduated in 1849. He then went to Mississippi, where in 1852 he was admitted to the bar.

Not long after, Mr. Beckwith came to Buffalo. In 1860 he was elected Alderman from the Fifth Ward and served four years. In politics he has always been a Democrat. He was twice President of the Council, and in 1863 was elected acting Mayor, and held office for several months during the period of the memorable drafts and riots. In the fall of 1863 he was elected City Attorney, and held the office for one term. He was elected Judge of the Superior Court in the fall of 1877, becoming Chief Judge on the retirement of the Hon. James M. Smith in 1887.

Judge Beckwith is one of the most scholarly men who have occupied the local bench, and is known as a safe counsellor and a careful judge. His opinions in General Term are exhaustive and thorough. He is the soul of courtesy at all times, and a universal favorite.

The Hon. Robert C. Titus.

Next in the worthy line of Judges of the Superior Court is the Hon. Robert C. Titus. He was born of American parents of Scotch descent in Eden, this county, Oct. 24, 1839. His education was obtained in the common schools and at Oberlin College, Ohio. He was admitted to the bar in 1866. He represented the town of Hamburg for four years in the Board of Supervisors. He served gallantly in the War. In 1865 and 1866 he was deputy County Clerk. In 1872 he was a candidate for Surrogate, and carried the Fifth Assembly District by the largest majority ever given to a Democrat. In the same year he came to Buffalo and entered into partnership with Joel L. Walker. Four years later it was dissolved, and afterward the firm became Osgoodby, Titus & Moot, then Titus & Farrington.

In 1877 he was elected District Attorney, though every other Democrat on the ticket suffered defeat. In 1880 he was renominated for the same place, but was defeated. In 1881 he was elected State Senator, and re-elected in 1883. In 1885 he was elected to his present office. Since coming to the bench Judge Titus has given proof of admirable judicial qualities.

The Hon. Edward W. Hatch.

This, the youngest of the Superior Court Judges, was born in Friendship, Allegany Co., Nov. 26, 1852. In his early days he worked at blacksmithing and lumbering. In 1872, having saved some money, he began studying law in the office of Andrew J. Lorish, working at the same time in the local post-office. In September, 1875, he entered the law-office of Corlett & Tabor in this city, and in June, 1876, was admitted to the bar. A year later he entered partnership with the Hon. Thomas Corlett, continuing with him until Jan. 1, 1884, when he became one of the firm of Box, Hatch & Norton. In the fall of 1880 he was elected District Attorney and was re-elected in 1883. In 1886 he was elected to his present post.

OTHER JUDICIAL OFFICERS.

The County Court bears an important part in the administration of the law. It has broad powers, and handles both civil and criminal cases. The Hon. Samuel Wilkeson was the first County Judge of this county, being elected Nov. 10, 1829, as Judge of the Court of Common Pleas, being also by virtue of his office Judge of the Court of Sessions.

The Hon. William W. Hammond.

In all the worthy line that has followed none has been more popular, efficient, or untiring than the present incumbent, the Hon. William W. Hammond. He was born at Hamburg, this county, Nov. 4, 1831. He gained his early education in the winter district schools. He taught school, traveled, kept a store, read law in Buffalo, and was admitted to the bar in 1861. He then began the practice of his profession at Angola, remaining there three years. He went to the front during the rebel invasion of Pennsylvania, and was mustered into the United States service as a lieutenant. He held the office of Justice of the Peace, and represented his town in the Board of Supervisors for 10 years. In the fall of 1877 he was elected County Judge. In the fall of 1878 a new election was ordered, and rather than appeal to the courts he once more ran and was again elected. In 1883 he was re-elected.

The Hon. Jacob Stern.

The Surrogate's Court of Erie County dates back to 1808, when the first Surrogate located in Buffalo. The Hon. Archibald S. Clark was appointed for an unlimited period by the Council of Appointment, under the first Constitution of the State, and served for the then Niagara County. The present incumbent of the office of Surrogate of Erie County, the Hon. Jacob Stern is one of the youngest men who has held that office. He was born in this city in 1851, and after attending the public schools entered the Surrogate's office under the late Jonathan Hascall, then Surrogate. He remained in the office a year and a half and then spent two years in the machine shop of David Bell as an apprentice. At the end of that time he re-entered the Surrogate's office as clerk. He was admitted to the bar in 1876, but remained in the Surrogate's office until 1880, when he resigned to engage in the practice of his profession. He was elected to his present position in 1883. He is a model Surrogate.

The Hon. Henry F. Allen.

One of the Commissioners of the New-York State Board of Claims, commonly called the Court of Claims, is the Hon. Henry F. Allen of this city. He was born at Gowanda, Erie Co., May 6, 1837, and in that town was educated, studied law, and admitted to practice in 1859, becoming a partner of the Hon. C. C. Torrance. The firm of Torrance & Allen continued, with brief interruptions, until Mr. Allen removed to Buffalo, Feb. 1, 1882. Here a partnership was formed with Mr. C. W. Goodyear, the firm of Goodyear & Allen continuing until Jan. 1, 1883, when Mr. Goodyear retired. Aug. 1, 1883, Mr. Allen formed his present partnership with Messrs. Edward H. Movius and Ansley Wilcox—the firm of Allen, Movius & Wilcox.

Mr. Allen was appointed by Governor Cleveland a Commissioner of the New-York State Board of Claims, a position he has held since June 1, 1883. He was elected on the Democratic ticket to the Assembly from the Fifth Erie County District in 1877, and ran for County Judge in 1878.

The Board of Claims combines the powers of jurisdiction formerly exercised by the State Board of Canal Appraisers and the State Board of Audit. Judge Allen's associates on the Commission are the Hon. Geo. M. Beebe and the Hon. W. L. Muller.

The Hon. George S. Wardwell.

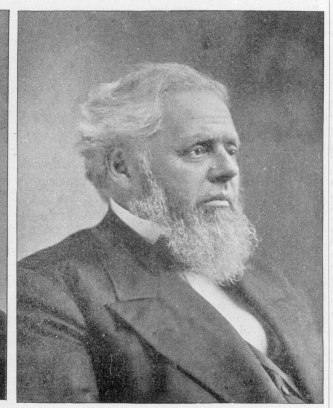
In that busy court which knows no vacations save Sundays and holidays, the Municipal Court of Buffalo, two well-known judges preside. They were both appointed in July, 1880, when the court was organized, one for a term of 6½ years, the other for 5½ years, after which the office became elective.

The appointee for the longer term was the Hon. George S. Wardwell. He was born in Providence, R. I., August 22, 1839. In 1836 his father moved to Niles, Mich., where the subject of this sketch lived until 1840, when he went to Erie Co., Pa. He studied at Allegheny College, Meadville, Pa., and in 1851 entered Harvard as a junior, and graduated in 1853. A course at the Dane Law School was completed in 1855, in the spring of which year he came to Buffalo. He was admitted to the bar in 1856, and has always practiced alone. He was City Attorney in 1866 and 1867, City Clerk in 1869 and 1870, and attorney for the Police Board for about ten years. The public service upon which Judge Wardwell most prides himself is the chairmanship of the Commission which built the splendid City and County Hall, universally conceded to be an honest and successful work. Appointed to his present office in 1880, he was re-elected in the fall of 1886, having made a most satisfactory record.

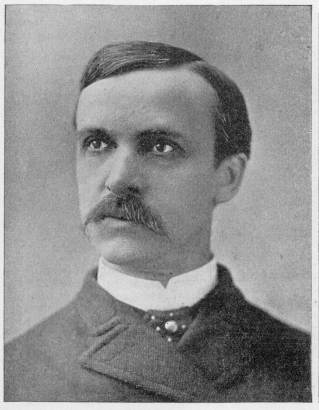
The Hon. George A. Lewis.

Judge Wardwell's associate in the Municipal Court, the Hon. George A. Lewis, was born in Batavia in 1855. He received a good education, including two years study abroad. Returning to America, he came to Buffalo at 18 and entered the law-office of Wadsworth & White, from which he was admitted to the bar in 1876. After four years of successful practice, Mayor Brush appointed him as one of the Justices of the Municipal Court. He was re-elected in 1885, having given excellent satisfaction in the office.

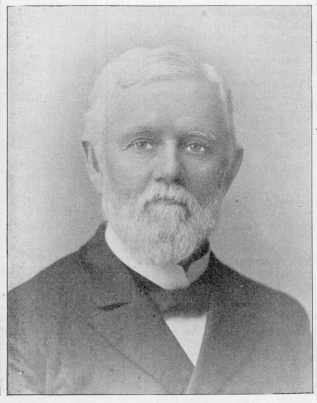
THE HON. CHARLES DANIELS.



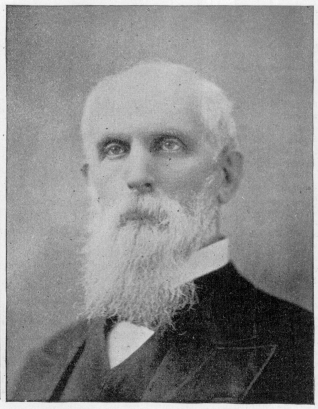
THE HON. GEORGE BARKER.



THE HON. ALBERT HAIGHT.



THE HON. LORAN L. LEWIS.

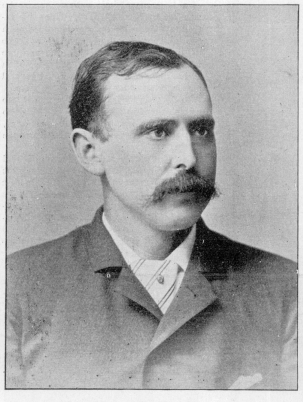


THE HON. THOMAS A. CORLETT.

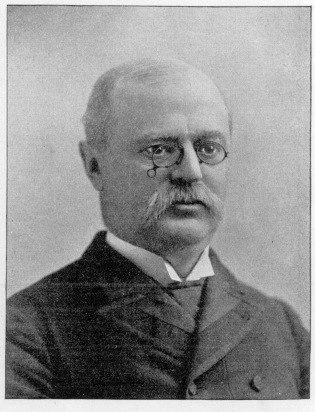
THE HON. HENRY A. CHILDS.

THE HON. CHARLES BECKWITH.

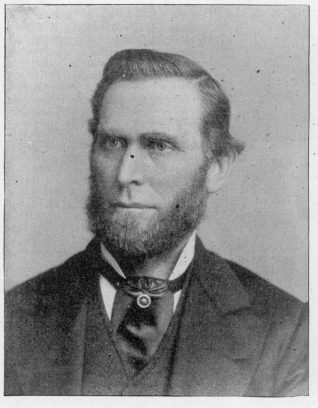
THE HON. ROBERT C. TITUS.



THE HON. EDWARD W. HATCH.

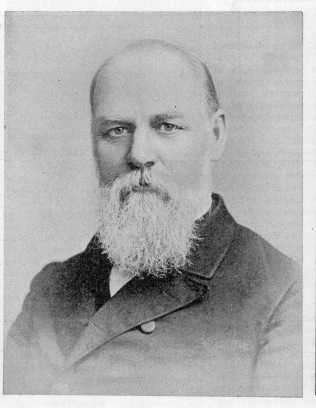


THE HON. HENRY F. ALLEN.



THE HON. WILLIAM W. HAMMOND.

THE HON. JACOB STERN.

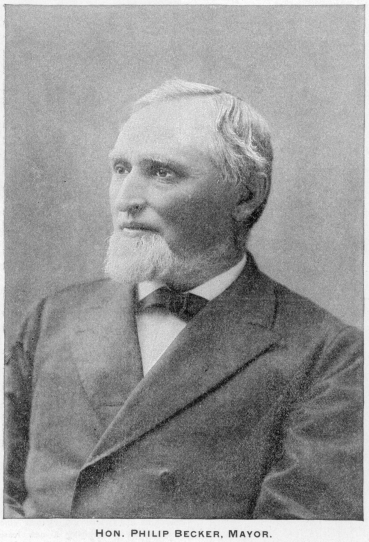


THE HON. GEORGE S. WARDWELL.

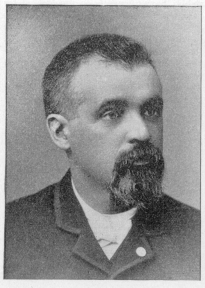
THE HON. GEORGE A. LEWIS.

CITY AND COUNTY.

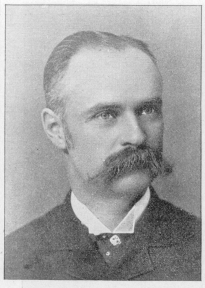
Officials who do the People's Business in the Granite Hall.



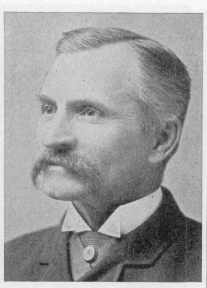
HON. PHILIP BECKER, MAYOR.



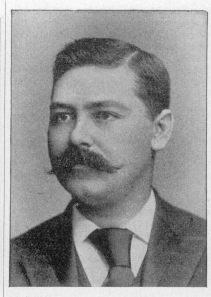
JOSEPH E. BARNARD,
City Comptroller.



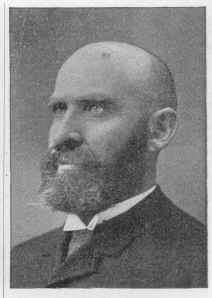
GEORGE E. MANN,
City Engineer.



JAMES F. CROOKER,
Superintendent Education.

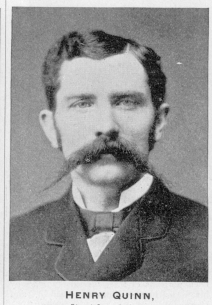


WILLIAM E. DELANEY,
City Clerk.

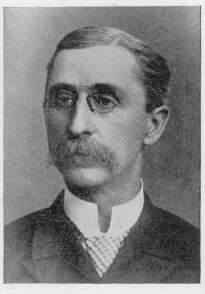


ANSELM J. SMITH,
Auditor.

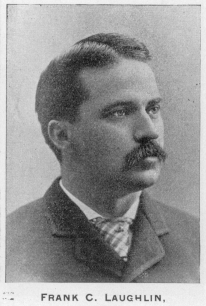
ALPHONSO J. MEYER,
City Treasurer.



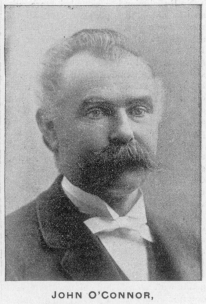
HENRY QUINN,
Street Commissioner.



WILLIAM F. WORTHINGTON,
Corporation Counsel.

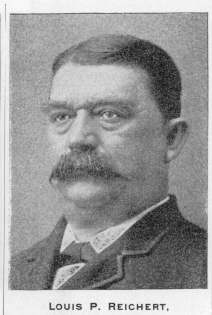


FRANK C. LAUGHLIN,
City Attorney.



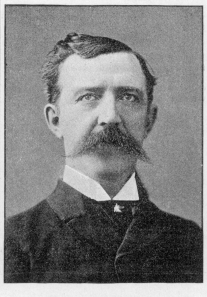
JOHN O'CONNOR,
Commissioner Public Buildings.

JAMES RYAN,
Water Commissioner.

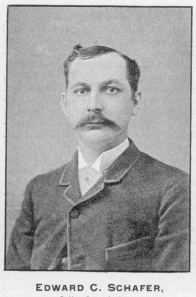


LOUIS P. REICHERT,
Water Commissioner.

SAMUEL K. WORTHINGTON,
Water Commissioner.

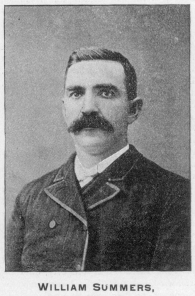


MICHAEL NEWELL,
Police Commissioners.

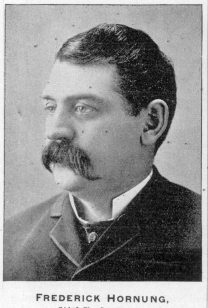


EDWARD C. SCHAFER,
Police Commissioner.

DR. EDWARD CLARK,
Health Physician.



WILLIAM SUMMERS,
President Common Council.



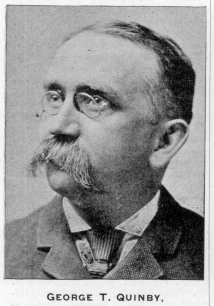
FREDERICK HORNUNG,
Chief Fire Department.

MICHAEL CALLAHAN,
Assessor.

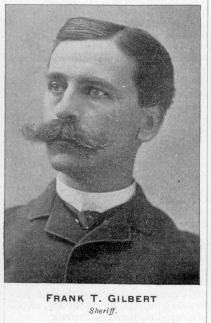
NICHOLAS J. MOCK,
Assessor.

THOMAS F. CROWLEY,
Assessor.

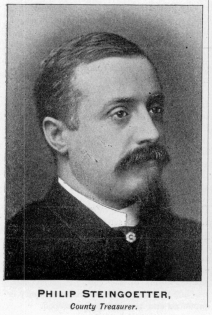
JAMES S. MURPHY,
Assessor.



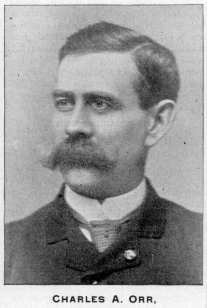
GEORGE T. QUINBY,
District Attorney.



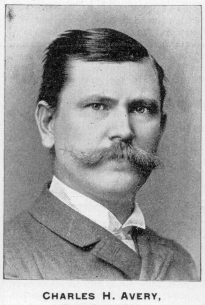
FRANK T. GILBERT
Sheriff.



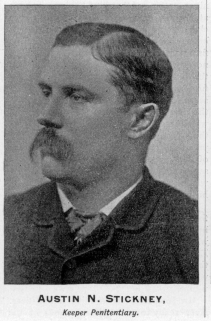
PHILIP STEINGOETTER,
County Treasurer.



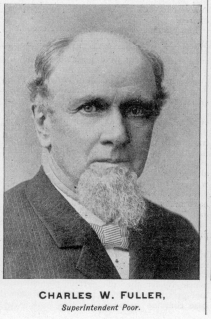
CHARLES A. ORR,
County Clerk.



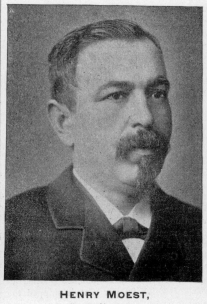
CHARLES H. AVERY,
Deputy County Clerk.



AUSTIN N. STICKNEY,
Keeper Penitentiary.



CHARLES W. FULLER,
Superintendent Poor.



HENRY MOEST,
Keeper Almshouse.

C. W. WINSPEAR,
Assistant Keeper Almshouse.

CITY OFFICIALS.

Mayor Philip Becker is a Bavarian and is 58 years old. He came to Buffalo when 17 years old; began business as a store-boy, and is now the head of the firm of Philip Becker & Co., one of the largest and most reliable jobbing houses in Western New-York; is president of the Buffalo German Insurance Co., member of the Merchants' Exchange, and prominent in numerous business enterprises. He is serving his third term as Mayor.

Comptroller Joseph E. Barnard is another third-termer, having been first elected to his present office in 1883. He was born in Canajoharie, N. Y., Sept. 15, 1845; has lived in Buffalo since he was three years old. He became assistant clerk of the Board of Police, from which position he was elected to his present office.

George E. Mann, City Engineer, was born in Buffalo 42 years ago. He is a graduate of Dartmouth, and has had a long and successful career as practical engineer. He is serving his third term as city engineer, having been first elected in 1873.

The Superintendent of Education in Buffalo since 1881 has been James F. Crooker. He was born near Syracuse in 1834; was for three years in business in New-York City, and most of the time from 1857 to 1881 a teacher in Buffalo schools.

Buffalo's City Clerk since the beginning of 1886 has been William E. Delaney. He is a Michigan man by birth, is not quite 30 years old, was admitted to the bar in 1880, and has held a clerical position in the City Attorney's office.

A. J. Smith, Auditor, has lived since infancy in Buffalo. He lost an arm during the War, afterwards was letter-carrier and custom-house inspector, and was appointed to his present position Jan. 11, 1886.

Alphonso J. Meyer, City Treasurer, was born in Buffalo in 1858; entered the city treasurer's office as book-keeper in 1882. He was Supervisor from the Sixth Ward for four years, and was elected treasurer last fall.

Street Commissioner Henry Quinn is a Buffalonian by birth, for many years a prosperous grocer, and alderman from the Fifth Ward in 1878-9.

The head of the City Law Department is William F. Worthington, Corporation Counsel. He was born in Cattaraugus Co., N. Y., in 1836. With the exception of four years, when he was Commonwealth Attorney of Virginia, he has resided in Buffalo, where he has been deputy city attorney, assistant U. S. district attorney, city attorney, and corporation counsel.

The present City Attorney is Frank C. Laughlin, appointed deputy city attorney in January, 1886. In June, 1886, the office of corporation counsel was created, and Mr. Laughlin's rank was advanced to city attorney.

John O'Connor, Commissioner of Public Buildings, a prominent contractor and builder of this city, was appointed to his present office in 1887.

The Water Department is in experienced hands. Col. Louis P. Reichert, chairman of the commission, was born in Buffalo 1838, made a gallant record during the War, and is now a hardware dealer and manufacturer of bird-cages. Commissioner Worthington is a coal-dealer, one of Buffalo's ablest business-men. Commissioner Ryan is a Tipperary man, but came to this country in 1849, at the age of 12. He too served in the War; for many years had grocery and vessel interests; was eight years alderman from the First Ward, and has been Water Commissioner since 1868.

The Board of Police, which is also the Board of Excise, consists of three commissioners. Besides the Mayor, *ex-officio*, they are Michael Newell and Edward C. Shafer. The former was appointed in 1883; he was born in Ireland in 1848, was in J. B. Manning's employ in this city for many years, and later was agent for a New-York wholesale liquor house. Mr. Shafer was appointed in 1887. He was born near Holmesville, Pa., 38 years ago, and since 1872 has been general manager of the Buffalo School Furniture Co.

Dr. Edward Clark received the appointment of Health Physician last January. Previous to that time as post-mortem examiner for Erie County, as district sanitary inspector, and as demonstrator of anatomy in the Niagara University, he had established an enviable reputation for ability.

William Summers, President of the Common Council, is a popular man. The 13th Ward, in which he carries on a wholesale butcher business, has kept him in the Council several years. He is serving his first year as president.

Buffalo has a well-drilled fire department. Its chief, Frederick Hornung, was born here in 1848, and has been in the department since 1869, when he was a driver. He became chief engineer in 1883.

The Board of Assessors consists of Nicholas J. Mock, chairman; Michael Callahan, James S. Murphy, John H. Ludwig, Thomas F. Crowley, secretary.

Mr. Murphy, born in Buffalo in 1850, a successful grocer and a veteran fireman, served the Tenth Ward as supervisor in 1881 and '82, and was elected assessor in 1883. Nicholas J. Mock, elected assessor in 1885, was born in Philadelphia in 1854; came to Buffalo when four years old, worked at telegraphy, and since 1881 has been in the city's employ. Thomas F. Crowley was born in Buffalo in 1860, and before his election last fall was associated with his brothers in the undertaking business. Mr. Callahan is 45 years old; spent the first five years in Ireland and the other 40 in this country; was engineer on the Erie Railroad until his election as Assessor. While alderman from the Third Ward he was Acting Mayor for two months.

COUNTY OFFICIALS.

The District Attorney, George T. Quinby, was born in Monroe County in 1849. He was admitted to the bar in this city in 1875, was appointed assistant district attorney in 1881, and succeeded E. W. Hatch in his present office.

Sheriff Frank T. Gilbert was born in Brooklyn, Oct. 1, 1846. He came to Buffalo in 1871, and after a few years as book-keeper was appointed deputy sheriff in '80; then he became under-sheriff, and in '85 was elected to his present office.

County-treasurer Philip Steingoetter was born in New York City in 1854, but has lived in Buffalo since his infancy; since 1874 has been in the restaurant and liquor business; has been supervisor from the Fifth Ward for four terms, and was elected to his present office last fall.

County-clerk Charles A. Orr was born at Holland, N. Y., in 1848. He served in the War, worked in Michigan lumber mills, has been farmer, supervisor, State Assemblyman, sergeant-at-arms of the Assembly, and in the county-clerk's office since 1880—first as deputy-clerk for two terms. In 1884 he was chairman of the Republican County Committee.

Charles H. Avery, deputy county-clerk, was born at Monroe, Mich., February 15, 1852. He finished his school days at Cornell University; came to Buffalo in 1873, and was admitted to the bar in 1876. He has gathered experience in the county-clerk's office during four administrations, as special deputy under County-clerks Oatman and Foote and as deputy under Clerks Ewell and Orr. He is also clerk of the County and Supreme courts. He was a candidate for Assembly in 1881; is grand vice-regent of the State Royal Arcanum, and active in various organizations.

Austin N. Stickney, keeper of the Penitentiary since January, 1884, was born at Holland, Erie Co., N. Y., in 1842. He was a successful store-keeper for several years, and represented the town of Concord in the Board of Supervisors for four years.

Charles W. Fuller, Superintendent of the Poor, was born in Vermont in 1834. In 1858 he established a marble-works at Lancaster, this county, and in 1860 was appointed night-keeper of the Erie County Penitentiary. He was Supervisor for several years, and has held his present post since 1879.

Henry Moest, keeper of the Almshouse since January, 1886, was born in Germany in 1845; came to Buffalo in 1862; worked at cabinet-making for 14 years, then became a grocer. He has been supervisor three terms.

Mr. Moest's deputy is C. W. Winspear, who is also special agent for the State Board of Charities. He was born in Elma, Erie County, N.Y. He has been at the Almshouse under various administrations since 1877.

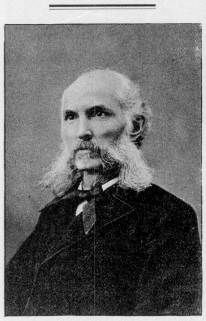
J. LANSING MOORE.

No Buffalonian has extended more substantial aid to the people of this city in their efforts to keep cool than Mr. J. Lansing Moore, the general manager of the Buffalo Ice Company. For a score of years he has been foremost in the business of supplying the demand for the greatest of hot-weather luxuries, and it is chiefly to his energy in seeking and developing new sources of supply that the public owe the splendid quality of the ice and the low prices for it which are enjoyed here.

Mr. Moore's ancestors on both sides were among the earliest colonists of Massachusetts and Connecticut, and they came to Onondaga County, this State, with ox-teams and following blazed roads, at a day when white settlers were few and far between. Mr. Moore was born in Skaneateles, Onondaga County, N. Y., March 4, 1845, and during his boyhood worked on a farm and clerked in hardware and grocery stores. Later on he went to the oil region and from there came to Buffalo January 10, 1867, together with his wife and child, with the firm determination to cease playing the profitless role of a rolling stone. Here he first entered the employ of A. J. Briggs, who was engaged in the ice business, and remained with him four years in a subordinate position. He then entered into partnership with his employer, and for the next ten years the firm was known as Briggs & Moore. In 1880 Mr. Briggs retired from the firm, and for the next two years Mr. Moore conducted the ice-business alone, carrying on at the same time an extensive coal business. Upon the formation of the Ice Association in 1882 Mr. Moore became the General Manager, which position he retained until 1885. He then became the general manager of the Buffalo Ice Company, in which capacity he remains to the present day.

Mr. Moore is likewise the vice-president and general manager of the Silver Lake Ice Company, which has extensive plants on the shores of Conesus and Silver lakes, and also holds the office of general superintendent of the Silver Lake Railroad.

About four years ago Mr. Moore bought the Van Buren Point property, on Lake Erie, which has since been transformed by his energy and taste into an ideal summer retreat. This delightful resort consists of 100 acres of natural park, with about a mile of lake beach, and is located about five miles west of Dunkirk. Miles of walks and drives have been laid out, the groves cleared of underbrush and debris, broad lawns graded and turfed, acres of orchards and vineyards planted, a fine hotel and a score of cottages erected, and a perfect system of water works and sewerage established. Van Buren Point, although a new summer resort, is steadily gaining ground in popular favor, and Mr. Moore believes that it will eventually become the most popular lakeside retreat in the Empire State.



HENRY H. OTIS.

Of the Buffalo booksellers of 30 years ago, Mr. Henry H. Otis is the only survivor, and for three decades his store at No. 288 Main Street has been one of the purest literary fountains in the city.

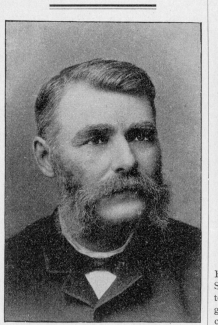
Mr. Otis was born in Rome, N. Y., in 1834. When he was five years of age, the family removed to Jefferson County and settled on a farm in the rocky region near Watertown, only a few miles from the Thousand Islands of the St. Lawrence. Here for thirteen years the subject of this sketch busied himself about the farm in summer, and for eight successive winters attended the district school for three months in the year. His education at the close of the eighth winter was but rudimentary, for the attainments of the teachers in that section seldom passed beyond the three R's.

In 1853 Mr. Otis bade farewell to his rural home in Northern New-York, and came to Buffalo to test the money-making opportunities of the town. He obtained a situation with Phinney & Co., a prosperous school-book publishing house, and remained with them five years, eventually rising to the head clerkship in the house.

On the 17th of February, 1858, Mr. Otis, having saved up from his earnings $600, embarked in the book-selling business for himself at his present stand, No. 288 Main Street. Originally the store was a branch of the Methodist Book Concern, but in due time Mr. Otis became the sole owner. When the Chautauqua Assembly was established, 14 years ago, foreseeing the possibilities of the movement, Mr. Otis established on the Assembly grounds a book-store which has been continued ever since. This has served to spread his name all over the country as well as to foreign lands, and orders for books come to him through this source from every section. This Chautauqua enterprise has kept pace with the Assembly, and the stock carried by Mr. Otis at his pavilion on the grounds this year is valued at about $10,000.

From time to time Mr. Otis has dipped into the publishing business, and some of his ventures have been very successful. Looking back over his thirty years' experience, he can point with pride to the fact that while at no time have his profits been enormous, yet his business has always yielded a fair income. This is particularly gratifying from the fact that during this entire term he has resolutely refused to deal in the sensational literature and the unwholesome works of fiction which are the chief dependence of many of the bookstores and news-depots of the day.

A life-long Methodist, and a tireless worker in the field, for 25 years Mr. Otis has been a Sunday-school superintendent, and for a still longer time one of the most active promoters of church extension. There are few Methodist Episcopal churches in Buffalo in the erection of which he has not had some part.



CYRUS K. PORTER.

One of the best known architects of the city is Cyrus Kinne Porter. Mr. Porter is of Puritan descent. The town of Cicero, Onondaga County, was his birthplace. At the age of seventeen Mr. Porter was left an orphan and thrown entirely upon his own resources. As he was of a mechanical turn he resolved to learn the trade of a joiner. While learning his trade, and subsequently while working at it for a livelihood, he began the study of architectural drawing. His first instructor was an itinerant teacher and architect, who was nominally located in Detroit. From this time forward the young man gave his entire attention to architecture. He soon mastered the principles of practical geometry and linear perspective, and developed into an accomplished draughtsman. In 1853 he secured employment as a draughtsman for the Chicago Water Works, in which occupation he remained for some two years. He then, with a partner, opened an office in Brantford, Ont.

In 1865 Mr. Porter came to Buffalo, and soon after entered into partnership with H. M. Wilcox. The firm of Wilcox & Porter designed several very important buildings, among which were the Ovid Insane Asylum and Normal schools at Fredonia, Cortland, and Potsdam. In 1867 Mr. Porter won the second prize of $2,000 in an open competition for the best design for the War Department Building at Washington. Several pieces of successful work for the people of Bay City necessitated the opening of a branch office in that place. The Court-house of Bay County and the Baptist Church of the city were both built from Mr. Porter's designs.

In this city he has designed more business blocks and more dwellings than could be enumerated in a column. The Coal and Iron Exchange and the Brayley house at the corner of Main and Tupper streets are fair examples of his skill in these directions. Mr. Porter's greatest successes have been in ecclesiastical architecture. The new Trinity Church on Delaware Avenue is justly regarded as a specimen of his best work.

Mr. Porter is now associated with his son under the firm name of Cyrus K. Porter & Son. Their place of business is in the American Block, at room No. 43.

SOAP MANUFACTURE.

A Great and Growing Trade Sprung from Small Beginnings.

BUFFALO ought to keep her hands clean, for she turns out about 1,500,000 pounds of soap every week. There are only three or four American cities where soap-making is a large industry, and Buffalo is one of them. As one of the leading soap-makers said the other day, "If a cake of soap has 'Buffalo' stamped on it that is a great point in its favor all over the country."

It is estimated that fully $1,500,000 is invested in the soap manufacture here, and the trade is growing very fast. At present Chicago, Cincinnati, and perhaps New-York, make more soap than we do, but Buffalo is gaining on them rapidly.

With the exception of some toilet brands made by J. D. Larkin & Co., the soaps made in this city are the finer kinds of laundry soap. "That is sure," said a manufacturer, "there has been some progress in the manufacture of toilet soap; but it has been as nothing in comparison with the growth of trade in the fine laundry brands. To-day a good laundry soap is as good in every way as a toilet soap, with the exception of the perfume. It is crowding the toilet variety right out of the business."

Buffalo soap men have a wide reputation for enterprise, and it looks as if they were going to lead the country in the amount of production and in quality before many years.

There has been a great advance in the processes of soap-making in the last half-dozen years. The competition has been snarp and the profits close. The result is that soap can be made for half what it could be six years ago, and the consumer pays only half as much, while he gets better soap to boot. However, there is precious little of what is known as cheap goods made here. Buyers want the pure article or nothing.

The most prominent Buffalo manufacturers are the R. W. Bell Company, Lautz Bros., Gowans & Stover, J. D. Larkin & Co., and Anselm Hoefner. The total production is probably 100,000,000 pounds a year, of which 90 per cent is shipped to other markets.

PHOTOGRAPHED BY BAKER—AN IDEAL PORTRAIT.

W. J. BAKER.

Few who come in contact with Mr. W. J. Baker, of the Photographic Studio, 390 Main Street, have any idea of the nature and extent of the services rendered by him to photography and photographers. We find the record extensive, varied, and interesting.

Mr. Baker came to this city 21 years ago, and opened his present gallery. An utter stranger, he labored hard to establish a business, while continually experimenting in the practical and aesthetic branches of his art.

In 1868 Mr. Baker distinguished himself by producing the first of the since popular Rembrandt or shadow effects. In '69 he illustrated the *Philadelphia Photographer* with an exmaple of the style, accompanying the picture with an explanation of the method used. The photographic world was revolutionized. At once photographers began to make these pictures. Leading galleries exhibited his specimens; and Mr. Baker found himself famous, not only in the United States, but in Europe and the far East. Buffalo people in Paris, Berlin, St. Petersburg, and the Sandwich Islands, heard of Mr. Baker, and on their return became his patrons.

The same year ('69) he received an appointment as one of a party organized by Government to photograph the total eclipse of the sun, August 9th. The party divided into three sections, occupying stations in Iowa along the line of totality. Mr. Baker was assigned to the farther station at Ottumwa. From there he sent interesting descriptions of the proceedings to the Buffalo papers. The instructions given the party were in accordance with the dictum of the famous astronomical photographer, De la Rue. At the moment of totality Mr. Baker insisted on violating these instructions by trebling the time of the exposure of the plate. In consequence his section of the party obtained much the best negatives of the phenomena.

In '71 Mr. Baker again came before the photographers with a novel effect. He illustrated the *Philadelphia Photographer*, this time with a photograph diametrically opposite in lighting to the Rembrandt, an effect, in its turn, original and greatly admired.

In the year '73 the National Photographic Association was to meet in a neighboring city, but was disappointed, as no building could be found there suitable for the purpose. No photographer was willing to assume the responsibility, until Mr. Baker came to the rescue. He invited the Association to Buffalo, hired the Pearl Street Kink for the exhibit, performed, unaided, the duties of local secretary, and, further, interested many prominent artists, who contributed papers on the esthetics of photography. The record of the meetings remains a body of information and reference which photographers yet study. Mr. Baker's own paper, illustrated with stereoptican views prepared by himself, has been much quoted; and, for years after, the illustrations were in demand.

More than one organized swindle on photographers has been suppressed by Mr. Baker. A man who thought that he held a valuable patent began a series of annoying suits against American photographers. Mr. Baker was sued three times, and each time, on making answer, the suit was dropped. Then finding Mr. Baker in Connecticut, the party sued in earnest. Mr. Baker stood suit, won, and won again on the appeal. That was the last heard of the patent and the suits by any photographer.

In '79 Mr. Baker engaged in the business of making photographs in ink on presses, and frequently turned out over 20,000 impressions a day. About this time the instantaneous process for out-door views came up. Mr. Baker began to adapt it to portrait work, and soon produced the first successful instantaneous portraits.

In a law suit held in New York in '81 Mr. Baker scored a notable triumph. Photographs made in the leading New York studios were offered as testimony, along with others by Mr. Baker. New York artists, Le Clear, Eastman Johnson, David Johnson, and others were asked to testify as to the merits of the exhibits. They pronounced Mr. Baker's work out of all comparison superior to the *best* New York photographs offered.

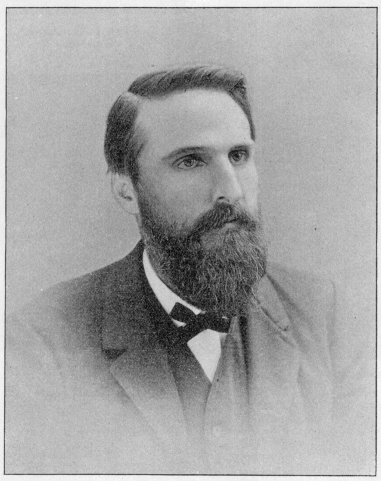
Many famous French artists have exclaimed over the superiority of his work. One enthusiastically declared that he had no idea such artistic results were possible in photography, and wished to send for the photographer to establish himself in Paris. "The man is an artist! his home should be among artists!" he declared.

Mr. Baker is the originator of all the fancy effects in light and shade used in photography, but he makes a special study of serious portraiture. Gifted with profound insight insight into physiognomy, he makes his art express the characteristics of his subjects, always presenting the most favorable aspect, with soft, pleasing shades and reposeful positions. His sitters frequently say, "You have made the only good likeness I ever had." President Garfield, William Dean Howells, Dr. J. W. Brown, among others, pronounced this verdict.

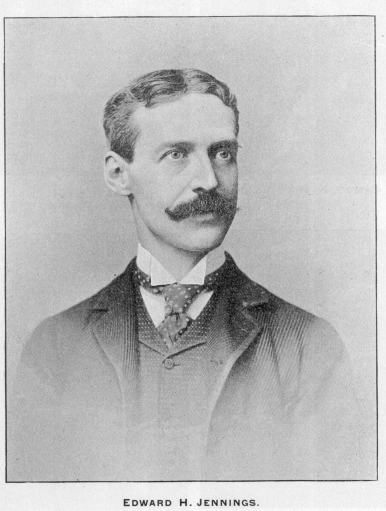
Always keenly watching the progress of his art, Mr. Baker has been the first to adopt numberless novelties. He is sole agent in Buffalo for the Talcott Patent Glass Mounts, which render the photograph permanent, and greatly enhance its beauty. His show case contains specimens of this work. A visit to his studio will well repay the visitor or citizen of Buffalo. Elegant specimens of photographic art are there exhibited, representing the features of our most distinguished citizens. Probably no photographer outside of Washington City can show, as Mr. Baker does, portraits of three Presidents taken by his own hand—Fillmore, Garfield, and Cleveland.

THE EXPRESS is indebted to Mr. Baker, not only for the lovely child's portrait shown herewith, but also for the zeal and energy with which he has completed the many portraits made purposely for the present Extra" Number."

Besides the labors enumerated above, Mr. Baker has constantly labored with his pen for the advancement of photography. His writings, though generally in short papers, if collected would form a large volume most valuable for reference.



OLIVER S. GARRETSON.



EDWARD H. JENNINGS.

EDWARD H. JENNINGS.

Mr. Jennings is a native of Richmond, Berkshire County, Mass. His father was a physician of local prominence and his grandfather a clergyman. The other male members of the family were almost exclusively artists or professional men. Of the present generation, the celebrated painter, F. A. Bridgman of Paris, is an own cousin. It may be truthfully said that Mr. Jennings's artistic tastes and temperament come by inheritance and education. They were also fostered by the influence and surroundings of his boyhood, which was spent amid the beautiful scenery of the Berkshire hills. Soon after coming to Buffalo in 1873, Mr. Jennings assumed charge of the drapery department in the house of L. H. Chester & Co., where through the counsel of Mr. D. E. Morgan, always a warm friend, he acquired a practical knowledge of the business he subsequently adopted.

The centennial year found him, in common with thousands of other young men, an earnest and enthusiastic visitor at the great World's Fair in Philadelphia. Always a close observer, many of the ideas obtained at that exhibition of the arts and industries of the world were retained and elaborated until they bore fruit in the decorative art store which was established three years later.

The idea of opening rooms devoted to Household Art originated with Mr. Jennings, nothing of that kind having ever been attempted in Buffalo, and nothing on so elaborate a plan in the country. The new enterprise was begun in 1879, under the firm-name of Warner, Jennings & Co. The novelty and attractiveness of the store were the best advertisements possible, and the firm soon had as many clients as it could serve. So gratifying was its success that the firm opened a branch in Cleveland, which was regarded as the finest store in the West. This, after several years of prosperity, was sold to Edward H. Brooks of that city. In 1885 Mr. Warner, the senior partner, retired from the firm, since which time Mr. Jennings has carried on the business.

Following the up-town tide, in April of the present year he removed to the new building, No. 635 Main Street, a locality which is popularly known as The West End, where in more commodious and artistic quarters he has five stories filled with beautiful fabrics and odd bits of furniture.

Mr. Jennings is progressive in his ideas. Ever ready to meet the demands of the public, he is constantly on the lookout for novelties in his art. In the interest of his business he has made several trips across the ocean, where he has ransacked most of the art collections of the Old World to obtain valuable additions to his stock. It is said by travelers conversant with the subject that there is not a store in America, or even in Europe, so artistically arranged, or one which embodies so much of the beautiful in decorative art within its walls as that of Edward H. Jennings of Buffalo. When Henry Irving and Ellen Terry were in the city they visited the art rooms, as do most strangers, and both expressed the belief that it surpassed anything of the kind they had seen. The celebrated Whistler collection of fine etchings was then on exhibition, and Mr. Irving, who had seen the similarly named exhibition in London, pronounced it inferior to its namesake in Buffalo.

The stock in the new store is too large and varied to permit of enumeration. Everything is new and fresh, and sold at reasonable prices.

The mistake of supposing that this establishment deals exclusively in high-priced things should not be made. All varieties of decorative articles are kept in stock, and the prices vary as much as the articles, or as the purses of the purchasers. There is a full line of English and American wall-papers from which to choose. The proprietor also makes a specialty of antique furniture, and displays many artistic novelties imported from Europe. One important branch of this business is the fitting up of houses, from attic to cellar. This frequently includes contracts for doing the painting, frescoing, and decorating, as also selecting the carpets, rugs, and furniture.

Mr. Jennings will have an exhibit at the Fair, and visitors will do well to examine the stock of beautiful things which will be there displayed. A careful inspection of this artistic corner of the Fair will well repay one for the time spent.

Mr. Jennings aims to employ only skilled workmen in the various branches of his business. In the mural painting department the best in the city are retained. Among some of the larger out-of-town orders which he has filled are extensive improvements and furnishings at the residences of Mr. George J. Gould, at Fifth Avenue and Forty-sixth Street, New-York, and Cyrus W. Field, Jr., at Fifth Avenue and East Fifty-sixth Street. Also the Delta Psi Club-houses at New Haven and Williamstown. The committee appointed to inspect the former piece of work was composed of Messrs. Collins Colt of Hartford, Fred. W. Vanderbilt, and Cyrus W. Field, Jr., all of whom expressed the greatest satisfaction with the work and spoke in high terms of the artist who directed it.

Mr. Jennings is an enthusiast in his profession, and all the work done by him of late years bears the artistic stamp. His efforts are in the direction of higher standards in decorative art and every day are becoming better understood and appreciated.

BEAUTIFUL BEYOND COMPARE.

Let no Fair visitor to Buffalo fail to take a drive through the residence streets of the West Side.

UNIVERSAL ACCESS.

The Belt-line Steam Railroad which encircles the city makes all the outskirts of Buffalo quickly and cheaply accessible.

OLIVER S. GARRETSON.

High on the list of Buffalo's inventors engrave the name of Oliver S. Garretson. Born of a family which had displayed inventive genius for two successive generations, the son has eclipsed the records of his ancestors. Isaac Garretson, the grandfather, was the inventor of the first machine ever made to cut and head nails at one operation. The letters patent are still in the possession of the grandson. John G. Garretson was also an inventor of several important devices, and the subject of this sketch was his seventh son.

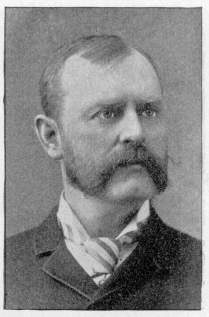
Oliver S. Garretson was born in Ross County, Ohio, on July 26, 1843, and was reared in Salem, Iowa. When a boy he displayed a gift for mechanics and came east with inventive ideas in his head. He was first employed in Buffalo to finish a shingle machine. This was in 1865. Afterwards he worked as foreman for the Townsend Manufacturing Company. In company with Messrs. Clark and Shepard (later proprietors of the Clark Manufacturing Company and the Shepard Hardware Company) he started in business for himself in 1866 on Miami street, under the firm-name of Garretson & Clark, manufacturing hardware specialties. The firm was soon dissolved, Mr. Garretson retiring, and in the spring of 1869 he opened again, in company with his brother, the manufacture of some patented hardware specialties of his own, under the name of the Buffalo Hardware Company. The factory was successively located on Miami and Henry streets, and finally, in 1875, at the intersection of Swan and Jefferson streets.

As an offshoot of the Buffalo Hardware Company, the Buffalo School Furniture Company sprang into existence, whose business has now so increased that the works are now the largest school-furniture factory in the world. The growth of the business was the result of active enterprise and careful management, coupled with the merit of Mr. Garretson's patent solid back and seat, which make his desks superior to other school furniture.

A third enterprise has now developed as an adjunct to the other two. Two of the largest saw-mills in the country, capable of producing 100,000,000 feet annually, now in operation at Austin, Potter County, Pennsylvania, and a country store at the same point furnishing supplies for the vicinity, are the property of the Garretson Brothers.

Oliver S. Garretson was married first at Cincinnati in 1871. His wife died, leaving one child as issue. He married a second time in 1877, and by this wife he has four children.

The magnitude of the business which has been built up by Mr. Garretson is proof positive that all inventors are not cranks and that the practical results of invention are sometimes enjoyed by genius.



ROBERT STAFFORD.

ROBERT STAFFORD.

"What hotel is Stafford running now?" is the usual inquiry of commercial travellers as they drop from the incoming trains at the Central Depot, and in whatever house Mr. Robert Stafford is "mine host," there will three fourths of the drummers in town be found registered.

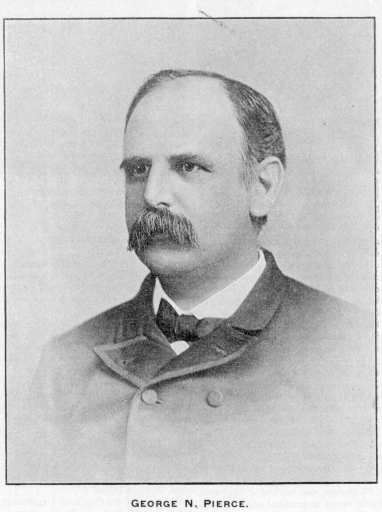
Mr. Stafford first came to Buffalo in 1864, and shortly afterward engaged in the fur business with H. Stillman & Co., of which firm the present fur-house of Stafford & Faul are the successors.

He bought the furniture and lease of the Mansion House, March 1, 1882, and almost from the opening day this has been one of best patronized hotels in the city. In April, 1884, he leased the Stafford House (then the Bonney House), refurnished and refitted it throughout, gave it his name, and shortly afterward sold the lease at a large advance. A few months later he likewise transferred to others the furniture and lease of the Mansion, and after a few months of retirement from the hotel business, in January, 1885, again appeared in his accustomed role, as the landlord of the Tifft House. On the 1st of May, 1886, the Tifft passed into other hands, and a month later Mr. Stafford, in company with Mr. H. P. Whittaker and Mr. W. J. Mann, under the firm-name of Stafford & Co., leased the structure known as the "Young Men's Association Building," which was remodelled and opened as a hotel known as "The Richmond," February 23, 1887. The holocaust which swept this structure out of existence a few weeks later is still fresh in the public mind.

A few months later Messrs. Stafford and Whittaker again became the proprietors of the Mansion, which under their efficient management is enjoying a new lease of prosperity.

GEORGE N. PIERCE.

Few men engaged in the manufacture of specialties in this city are so well-known as George N. Pierce. Mr. Pierce was born at Friendsville, Pa., January 9, 1846. He resided in his native State until the age of ten, when he removed with his parents to Wayer-



GEORGE N. PIERCE.

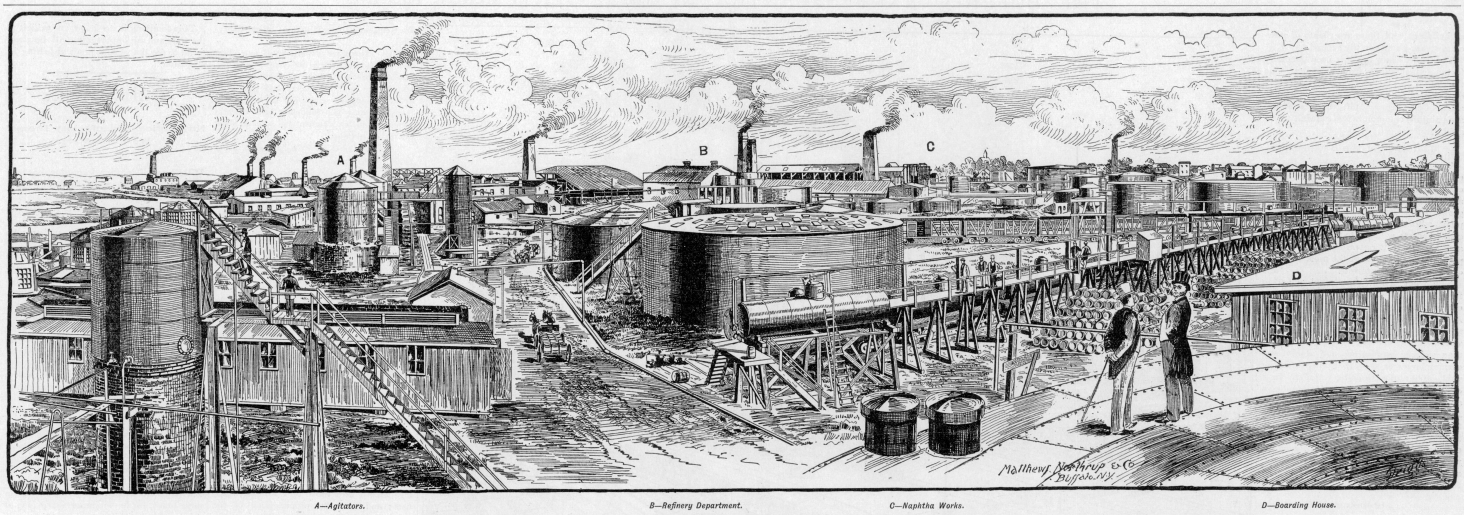
ly, N. Y. He attended the high school at Waverly until the age of 18, when he came to Buffalo and took a course at the Bryant & Stratton Business College. After his graduation from this institution he entered business life, and was connected with the Townsend Manufacturing Co. for some time. After the expiration of his service with this company he entered the service of the John C. Jewett Manufacturing Co. He remained with this firm for several years, and when he left its employ it was to go into business on his own account. In 1873 he formed a partnership with Messrs. Hines & Munschauer for the purpose of manufacturing house-furnishing goods. This business was successful, and for several years was very prosperous. In 1878 Mr. Pierce withdrew from the firm and established a separate business. He secured the location now occupied by him at the corner of Prime and Hanover streets, and began the manufacture of the specialties which of late years have attained so wide a sale.

The principal articles made at Mr. Pierce's manufactory are bird cages, refrigerators, and tricycles. The sale of these articles has been large from the day the enterprise began. The trade now extends all over the world. Shipments are made to South America, Europe, the West Indies, and Australia. Mr. Pierce keeps 175 men constantly employed, and although he runs the factory to the full limit of its capacity, he is several months behind his orders. The business is very prosperous, and the growth of the trade will soon necessitate an enlargement of the factory.

In politics Mr. Pierce is a zealous Republican, and has been a faithful member of that party during the years following the attainment of his majority.

The family of Mr. Pierce is descended from an English stock which traces its ancestory back to the 13th century. Helen Haldane, the sister of Robert and James Haldane, the evangelists, who married the brother of Lord Admiral Duncan, was his great grandmother on his father's side. On his mother's side he is descended from the French Huguenots, who fled to England when the edict of Nantes was revoked. Mr. Pierce's parents emigrated to this country from England and settled in Pennsylvania in 1820.

George N. Pierce is a sagacious and prudent business-man. He has been successful in his projects and is now one of the leading manufacturers of the city. It is by men like him that the wealth of the community is produced and its resources developed.



A—Agitators. B—Refinery Department. C—Naphtha Works. D—Boarding House.

VIEW OF THE ATLAS REFINING COMPANY'S WORKS, LOOKING NORTH-WEST.

KEROSENE.

How Petroleum is Made Into Illuminating Oils.

ATLAS REFINING COMPANY

Abstruse Chemical Operations Are Every-Day Affairs.

By Edwin R. Lawrence.

THE Atlas Refining Company has offices in the Coal & Iron Exchange, Nos. 255 to 259 Washington Street. Its refinery and works are located on Elk Street near Babcock, running back to an arm of Buffalo Creek, and covering about 60 acres, including the late annexation of the Lubricating Oil Company's property. It is one of the largest interests of the Standard Oil Company, and one of the most consequential in the city of Buffalo.

The discovery of petroleum in Pennsylvania lent a great impetus to the mining and manufacturing industries of this section of the country and added another important article to the list of exports from the United States. Though the use of refined oil for illuminating purposes has been in some measure suppressed of late years by the introduction of gas and electricity, still it remains the light of the villages and farming districts and of the poor man everywhere, and the manufacture of commercial products from petroleum is to-day one of the leading industries of the land.

Buffalo's list of manufactures would be incomplete without an oil refinery, and it has been the site of establishment for several, among which the Atlas Refinery stands preeminent for size, wealth, and quantity of output.

For several years the only petroleum product considered of value was kerosene. The volatile and the heavy products were either used as fuel or thrown away. As the profits of the business became lessened by competition, attempts were made to utilize these by-products, and the result has been that to-day there are several departments in the oil-refining business, each distinct in itself; that is, each department is a separate business.

The Atlas Refining Company is one of three similar institutions in the country owned and controlled by the Standard Oil Company, which may be styled complete refineries, having works and appliances to manufacture all the direct products and all the by-products obtained by refining petroleum. It has one more department than the Brooklyn refinery—a car-shop, and when the industry of manufacturing compound lubricating oils from paraffine has been added to its list of departments the Buffalo works will be equally comprehensive with that of Cleveland.

Where the Oil Comes From.

Crude oil is received here by a pipe-line coming direct from the Bradford region. The line is 85 miles long, and is operated by a single pump, which forces the oil uphill to the watershed in Cattaraugus County, whence gravity carries it the remainder of the distance. The line connects with other pipe-lines at Four-mile Station, runs directly north for about 30 miles, and then in an air-line northwest to Buffalo, crossing the Erie-county border near Sardinia.

The oil is received by the National Transit Company and conducted to its storage tanks situated across the Buffalo Creek Railroad, on property adjoining the Atlas Company's possessions. These tanks are four in number, with a total capacity of 135,000 barrels. From these tanks the oil is piped as fast as wanted to the crude storage tanks of the Atlas Company, which have a capacity of 35,000 barrels.

From the storage tanks the petroleum is first delivered to the refinery department for refining illuminating oils.

The Various Departments.

This process consists in filling huge boiler-like receptacles, holding several hundred barrels each, called stills, with crude oil, and firing them with coal substantially in the same way that water is heated in a boiler.

From this distillation are secured crude naphtha, distillates, and a heavy residuum.

The crude naphtha is delivered to the Naphtha Department.

The distillate, by a further process of refining, which includes the use of steam and chemicals, is made into illuminating oils of all grades, which are shipped from Buffalo and exported to England, Germany, Australia, and the South Pacific Islands, and also distributed for home consumption in the Eastern and Western States.

The heavy residuum is delivered to the Paraffine Department.

The products resulting from refining are carried to their destination either in bulk (by tank-cars) or in packages (oak barrels holding 50 gallons each.) One department of the Atlas Works is the Car and Boiler Shop, where tank-line cars are built and tanks for distributing oil in bulk are made and repaired. Many of the Union Tank Line Company's cars are built here and a large proportion of their disabled cars are brought here for repairs.

Another important department is the Cooper Shop, where heavy oak barrels used as packages for kerosene, naphtha, and gasolene are manufactured by special machinery and distributed to the jobbers.

The sulphuric acid used in the processes of refining is restored at the Acid Works.

This completes the list of six distinct departments comprised under the name "Atlas Refinery," each of which gives employment to scores of men and is a whole factory in itself. It is only by a perfect and thorough-going system of management that these various interests can be handled as one enterprise, and under a single-headed management.

It was the fortunate privilege of a reporter for The Express to be conducted through the works of the Atlas Refining Company a few days ago, and to witness the various interesting and highly-complicated processes which are there conducted, in which the secrets of chemistry play a large part, and not a few secrets are inviolably kept by the inventors thereof. A review of what was there disclosed may be better understood in connection with the fine engravings which accompany this article.

The First Process.

As has been stated in the foregoing abstract of the manifold operations which are called "refining," the crude oil is first conducted to stills and there subjected to intense heat.

The Atlas Works has 19 stills. A new "bench" of six stills, a condensing-box, and a tail-house were building when the reporter made his visit. The average capacity of these stills is 600 barrels. They are cylindrical in shape, made of boiler-iron, and lie on their sides. They are bricked in, with an arched fire-box underneath. The stills are filled by steam-pumps, of which a multitude are located in different quarters of the grounds. When filled, the fire is kindled and the stills are heated until the contents are thoroughly distilled. It takes from 60 hours to four days to empty a still.

The vapors arising from this combustion are conducted through worms of pipe submerged in running water. The water is held in a long box termed a "condensing-box," and the Atlas Company boasts the largest condensing-box in the world. Its capacity is 12,000 barrels of water. The vapors circulating through the worms are condensed into liquid and trickle out at the tail-house, where the streams are tested for gravity and directed to their proper destination. The first vapors to pass off from the stills form gasolene and naphtha. By an ingenious arrangement of stop-cocks and feed-pipes, these distillates are separated from their successors and turned into the channels leading to the Naphtha Department.

Making Naphtha.

The Naphtha Department is supplied not only with the crude naphtha resulting from the process of distillation in the Atlas Refinery, but also with crude naphtha obtained from other refineries outside of Buffalo. In the process of distillation and refining with chemicals various grades of naphtha are produced. These refined products are designated gasolenes, of high gravity; deodorized stove naphthas; gas naphthas; and naphthas for various special manufacturing purposes. The first thing done to the naphtha when drawn from the storage-tank to which it has been sent by the expert at the tail-house, is to re-distill it in steam stills. These stills are covered with asbestos. The first product here is a gasolene which is used for making gas. It is exceedingly volatile, and dangerous to handle. The "second cut" furnishes the stove naphthas or stove gasolenes which have about 70 or 74 degrees gravity and are used extensively for culinary purposes.

Incidentally it may be said that the consumption of stove naphtha is increasing enormously. For use in summer in cooking-stoves it is esteemed both an economy and a luxury.

The residuum of the naphtha stills is benzine, gravity 63 degrees, which is sold principally in small interior towns for use in the manufacture of illuminating gas.

The Atlas Company has three naphtha stills of a total capacity of 1,600 barrels. The naphtha filling-house is separated from other parts of the works, and great care is exercised in handling the product. The crude naphtha brought from Olean in tank-cars is unloaded here, and passes through all the processes that have been described.

Illuminating Oils.

To return to the petroleum stills: After the 12 or 15 per cent of naphtha has passed off through the tail-house, the oil remaining is subjected to destructive distillation, until nothing but a heavy tarry residuum remains. The distillate is run to tanks to settle, and then is pumped into the "agitators." These are tanks with cone-shaped bottoms, through which a current of air is constantly blown by steam, causing the oil to gurgitate and thoroughly mix with the ingredients which are thrown in to deodorize it and cleanse it from impurities. Sulphuric acid and caustic soda are used—about 5 per cent. of each. The acid removes a number of foreign substances from the oil by decomposing some and uniting with others. An admixture of soda precipitates these masses, when they can be drawn off as sediment at the bottom.

The spent sulphuric acid is known as "sludge" acid, and goes to the Acid Works, which will be referred to further on.

The result of this treatment in the agitators is to eliminate the offensive odor of crude petroleum and to render the oil transparent. To still further purify it, the oil is run from the agitators into "bleaching tanks"—shallow receptacles with glass skylights and clapper-doors in the roof that can be opened and shut at pleasure. Here the sun acts upon the fluid, and any impurities that may not have been precipitated in the agitators are permitted to settle to the stratum of water that underlies the oil in the tanks. The period of bleaching varies according to the grade of the oil and the locality to which it is intended to be shipped.

From the bleaching-tanks the oil is piped to storage-tanks, and thence to the filling-rack, where a whole train of tank-cars may be filled at once, or to the filling-station, where a row of automatic fillers distribute the fluid into barrels—the stream stopping when the barrel is full—as the case may be. In case of emergency, the oil cars can be filled directly from the bleaching-tanks.

The Paraffine Department.

The early distillates have now been made into naphthas, and the principal distillate into kerosene. The tarry residuum alone remains. The process of distillation has been marked by the flight of hydrogen gases and the deposition of carbon, but a heavy liquid full of rich hydro-carbons remains.

The Paraffine Department takes the residuum of petroleum tar—the heavy matter deposited in the distillation of crude oil—and subjects it to processes of redistillation, treatment by chemicals, freezing, and pressing. In this manner all grades of paraffine oils and wax are produced.

The paraffine oils are the basis of all compound lubricating oils, and are shipped from Buffalo to all parts of the United States and Canada. The paraffine scale wax is shipped mostly to France, where it is largely employed in the manufacture of paraffine candles for continental use.

The process for securing paraffine wax is one to delight a chemist. It brings in play the freezing properties of expanding ammoniacal gases, and through the operation of artificial cold is eventually secured the formation of a solid body, permanent at ordinary temperatures, from what was formerly at those temperatures a liquid.

The old method of preparing paraffine was to place the dense oil in wooden barrels in an ice-house and leave it there for the wax to crystallize. That was too slow a process to be profitable, and so artificial freezing was resorted to. The paraffine oil is piped into receptacles where it is solidified by a current of brine, cooled by ammoniacal gases to a temperature of 12 or 16 degrees Fahrenheit. Sometimes as low a temperature as 4 degrees is attained. In this gelid contact the oil soon thickens to a rich amber grease. As fast as it freezes it is cleared out and the box is refilled with oil. A dozen boxes are kept in operation at once.

The paraffine grease as fast as cleared away is wrapped in stout ducking, laid between flat racks, put under a hydraulic press, and subjected to a pressure of 440 tons. This removes all the liquid particles, which drip into trays and are conveyed to the paraffine-oil tanks. After a severe second pressure the product becomes insoluble at ordinary temperatures, has a white flaky appearance, and is known as paraffine scale-wax. Taken in the hand, the substance crumbles like wax, having lost its greasy qualities.

The scale-wax is packed in elm barrels and is ready for shipment.

Paraffine oil has a green body, which when held to the light becomes an opalescent red. It is the basis of compound lubricating oils, has a gravity of 25 degrees, and is itself an excellent lubricant.

The processes operated in this department are among the most interesting to be seen in the whole works, and the visitor who passes from freezing-room to boiler-room is treated to an impromptu Turkish bath, so radical are the changes of temperature. The precautions against fire in this department are very complete. In the engine-room is a system of levers, each connecting with a stop-cock in one of the rooms, so that in case of fire in any part of the building that room could be almost instantly filled with steam by a pull on the proper lever. Visitors are very rarely accorded the privilege of going through the Paraffine Department.

The Car and Boiler Shop.

At the Car and Boiler Shop a complete car-shop equipment and a complete boiler-shop equipment are maintained.

All boiler repairs connected with the company's works are done here, and there are 21 boilers in use in the whole plant, as follows: Ten in the Refinery, five in the Paraffine Department, one in the Car Shop, three in the Cooper Shop, and two in the Acid Works. This is but a trifling part of the work done. All the tanks on the company's premises, of which there are 140, are repaired by workmen here, and all new ones that are needed are built by men in regular employ for purposes of construction. This alone is a great saving, for stills, boilers, and tanks are constantly in need of repairs, to mend leakage and to replace burned-out bottoms.

The boiler-plates are rolled, cut, and punched by machinery of modern pattern. Several tanks were being constructed, and a whole train of tank-cars were being built, on the day of the reporter's visit. The sounds suggested a boiler-factory; the sights, a railroad shop. A complete car can be built here, nothing being made outside except the car-wheels and castings. Not many new cars are turned out, but hundreds of them are repaired. The car-shop is shortly to be enlarged to cover six parallel tracks instead of a double track as at present.

The yard is crossed and re-crossed by switches, tracks reaching to all portions of the works. A switch-engine is kept constantly busy shifting cars.

The Cooper Shop.

When the Cooper Shop is running at its full capacity it can turn out 1,600 a day, or two or three barrels a minute. These are prepared at the barreling house for carrying oil to all quarters of the globe. The work is done by machinery instead of by hand, insuring greater speed, uniformity, and economy.

If may not be generally known, but the shipments of the glue factories for the purpose of coating oil-barrels are greater than for any other single purpose. Oil barrels are made of oak, and their interiors are charred. Then a gallon of glue is poured in, and the barrel is well shaken. A second coating is afterward given, and the barrel is thus made durable for many years under ordinary treatment.

Oil-barrels are painted blue, and naphtha barrels a chocolate color. The barrel painter can decorate a thousand a day.

The old cooper-shop is now used as a storehouse, and thousands upon thousands of oak staves are piled in the yards seasoning for use. About $150,000 of lumber supplies are kept on hand.

A steam dry-kiln assists in expediting the seasoning. The Atlas Company procures most of its staves from Pennsylvania, and some from Ohio and Indiana.

The Standard Oil Company is negotiating for a tract of oak timber-land in West Virginia, simply to furnish staves to its cooper-shops in this section.

The Acid Works.

The Acid Works are located in long low buildings separated from the rest of the works. Here the sludge-acid from the agitators is brought and restored to its pristine vigor. A great saving is made in this one item alone. The company uses 300,000 or 400,000 pounds of vitriol a month, and about two-thirds of this is restored acid.

The process is a secret one, and the knowledge of it brings a snug salary to the little German who possesses it. The works are kept running continously throughout the year. The operations can be characterized as a cooking process, from which acrid fumes arise which would choke an ordinary man to suffocation. The workmen are said to become inured to it.

Measures of Economy.

Very little is allowed to go to waste about an oil refinery, greasy and sloppy though the business is. It has been shown how the successive distillates are utilized, and the residuums are as carefully gathered and made use of. The job of cleaning out a still is dirty and arduous, but the sediment is rich in paraffine, and the tar-still turns what is apparent dross into gold. So the residuum of the tar-still, though it would seem that no more virtue could be got out of it, is still useful. It is almost pure carbon, and broken up and mixed with coal makes excellent fuel. There is a growing demand for it in the manufacture of carbon points for electric lights.

Even the oil which runs to waste in being piped from tank to tank and from place to place, and which forms an opalescent coating on the creek which flows through the refinery property, is caught up in traps and saved. The shavings made at the Cooper Shop are blown into the furnaces and used as fuel. This system of rigid economy obtains throughout the works.

From this unprofessional review of the processes employed in the decomposition and manufacture of crude petroleum into various merchantable products, it may be seen that the business of oil-refining is a complex and comprehensive industry, than which few require more intelligent skill in manipulation or more incessant watchfulness on the part of the operators.

At first thought it would seem that none but experienced chemists could be employed, but many men are engaged in difficult and abstruse processes who are little better than common laborers and who little understand the chemical action that is taking place under their hands. Some of the men are highly-educated experts, and they receive commensurate salaries, but the majority are ordinary workmen who have received special training in the different departments.

Difficulties Attending Refining.

All oils, from the beginning to the end of the complicated processes through which they run, are tested every hour by different men at different stages of refinement. Not a batch of oil is put on the market until it has been subjected to the actual test of being burned in a lamp under the severest conditions that it is likely to encounter. It is only by such unceasing vigilance that the enviable reputation enjoyed by the Atlas oils is attained and maintained.

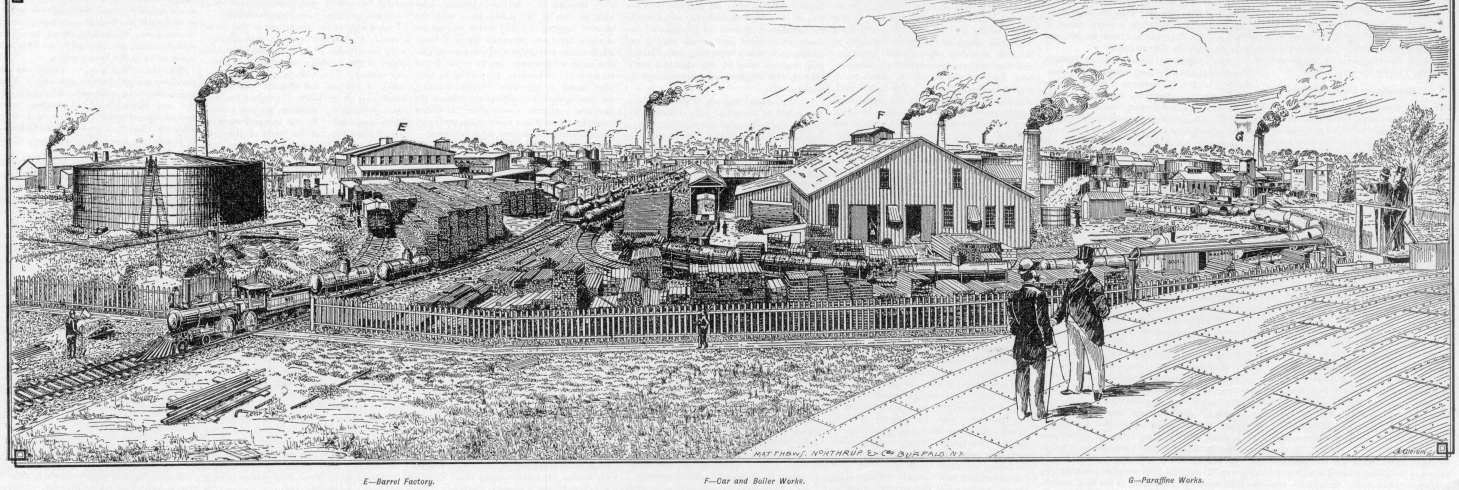
The Atlas Company has a wide reputation for uniformity and reliability, and this is not easy to sustain. The difficulties of obtaining uniformity may be realized when it is understood how unstable a base petroleum is. Different fields of oil vary in color, gravity, and composition. Even different wells in the same field will flow dissimilar oil. When to these facts are added the equally patent ones that oil is affected by changes of temperature and alters with age, and that the whole series of hydro-carbons is exceedingly evanescent, it may be seen that the rules of refining can never be exactly defined, but must vary with every batch of oils, and only constant watching and repeated tests can produce the desired and necessary results.

Precautions Against Accident.

The dangers of oil-refining are greater than in ordinary business. Two things have constantly to be guarded against—explosions and fires. The special precautions against fire in the building devoted to the manufacture of paraffine have been mentioned. These are but a small part of the preventive devices in use by the Atlas Refining Company.

To guard against disaster from explosions, the naphtha and gasolene storage-tanks are furnished with clapper-doors in the roof, which, in event of explosion, would fly open, saving the tank from bursting, and preventing a spread of the inflammable material. In event of fire from lightning or other cause, steam can be turned into the bottom of a burning tank, blowing off the fire at the surface sufficiently to permit the oil to be drawn off at the bottom.

Water is of little use in an oil fire, because of the supernatant character of the oil, but steam is a useful servant. Still the works are well supplied with hose and buckets for use in case of fire in the wood-



E—Barrel Factory. F—Car and Boiler Works. G—Paraffine Works.

VIEW OF THE ATLAS REFINING COMPANY'S WORKS, LOOKING NORTH-EAST.

en buildings, and there are plenty of powerful steam-pumps on the ground.

The Atlas Company has been generally fortunate in immunity from accidents. One tank has blown up, and not long ago a still exploded, killing a fireman who was wheeling a load of coal in front of it. Such accidents are painfully common in less carefully managed refineries.

Magnitude of the Business.

The Atlas Refining Company has been established here since 1882. It has grown every year since starting under the Standard's management, and still continues to grow. The Lubricating Oil Company's plant, adjoining on Elk Street, has but recently become annexed to the Atlas Works, and when in full operation the combined plant here will be one of the most complete of the Standard's interests.

The whole plant gives employment to from 400 to 600 men, most of whom have come to Buffalo in connection with the Atlas Company's business and have located here as permanent citizens. Many of the workmen are experts, possessed of more than average intelligence and ability, and earning larger salaries than are ordinarily paid. The Atlas Refining Company pays out every year for salaries to its employees about $300,000, and for material bought in Buffalo about $20,000 a month, making a total of about half a million annually disbursed in this city to its benefit. The company sells but about 5 per cent. of its products in Buffalo and vicinity, so that the material gain to Buffalo by the location of the Atlas Works here is no inconsiderable one.

Shipping.

One of the greatest advantages afforded by Buffalo, and the chief reason why this point was selected as a favorable location for an oil refinery, is its unexcelled shipping facilities. Shipping is done almost entirely by railroads, and the Atlas grounds are entered by a branch of the Buffalo Creek Railroad, giving it direct outlet upon the iron roadways of the continent. Most of the shipments are made in winter, the demand for oils being greatest then. Foreign shipments go on in summer as well as in winter. Shipments for domestic use are made generally in bulk, *i. e.*, in tank-cars, to stations where barrels are filled and sent out to the trade, and thither empty barrels come to be replenished. When the barrels become worn out they are replaced by new, but an oaken oil-barrel has a long as well as a greasy life.

The shipments run from 20 to 80 car-loads a day, either in bulk or in barrel.

Fuel.

Next to the American Glucose Company's works on the Hamburg, the Atlas Refining Company's plant is the largest consumer of coal in the city of Buffalo. Under the 21 boilers during the last six months, 7,000 tons of bituminous coal were burned—at the rate of 14,000 tons a year. Besides what the boilers consume, about 900 or 1,000 tons a month are used in firing the stills, making a total consumption of about 30,000 tons annually. This is one of the greatest items of expense on the Atlas Company's books.

In addition to this mountain of coal—equivalent to 50 train-loads of 80 twenty-ton cars each—a considerable amount of tar-still coke is mixed with slack coal and burned.

Naturally the employment of natural gas has suggested itself to Manager Southard, but in order not to disturb the supply for private consumers in the city it was not thought advisable to tap the pipes for manufacturing purposes until last July, when the consumption of the gas-fuel in private families was greatly reduced and both Natural-gas Company had a surplus crowding its mains. Then connections were made and two or three "benches" of stills were fired by this volatile sister of oil. It is needless to say that the fuel gives perfect satisfaction, and would be used continuously, no doubt, were it not for fear of robbing the citizens' hearths.

The Output.

The quality of oil differs according to the State or country to which it is sent. State laws vary, for one thing: New-York requires a high-grade white oil 150 degrees fire test; Indiana is even more particular; New-England is not so scrupulous about the high test, but calls for a fine color. The oil sent abroad is mostly a low-grade oil. Germany's test is 69 degrees by the Abel cup, equivalent to 115 degrees American test; England calls for 117 degrees; Australia and the South Pacific Islands want a higher test, about 130 degrees, and a canary color, and so on. The Atlas Refinery is all the time trying to elevate the grade of its oil and to cater more to domestic trade.

Orders are received by the wires of the National Transit Company and confirmed by letter.

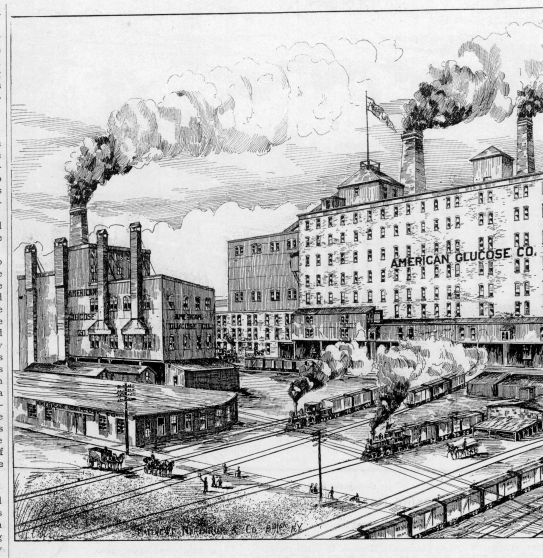
The Management.

George F. Southard, the general manager of the Atlas Refining Company, is an experienced business man, of long acquaintance with coal, iron, and oil interests, and an untiring worker. To him much of the credit of the Buffalo refinery's high standing on the Standard's manufacturing records must be attributed. His aim is, as it ever has been, to secure a higher quality of product at a minimum of cost, and in this he modestly disclaims any particular credit, but says he is only pursuing the policy laid down for him by his employers.

Standard Supervision.

It may be said here that the Standard exercises a rigid supervision over all its interests, to the end that economy, exactitude, and excellence may be everywhere secured. Every refinery in the country is required to make up not only a semi-annual statement of its affairs, but to keep such a set of books that monthly, weekly, and even daily statements can be made of men employed, goods manufactured and sold, stock on hand, etc. Such statements are made and submitted by the foremen of each department every day to the General Manager, and by him telegraphed to the head office of the Manufacturers' Committee of the Standard Company in New-York City. Any day the directors may know exactly what is being done at any concern under their control in the country.

Not only is this accounting made for the benefit of the head officials, but comparative tables are furnished each of the manufactories regularly, that the managers may see what is being done in other cities. If a reduction of cost is made in Baltimore by the substitution of a cheaper material, Buffalo is immediately apprised of it, and if Buffalo invents a time-saving or labor-saving process, it forthwith becomes the common property of all Standard plants. In this way rivalry is stimulated for the benefit of all, economy is subserved, and a high degree of efficiency is secured. No wonder that the Standard is looked upon as a formidable competitor.



BUILDINGS OF THE AMERICAN GLUCOSE COMPANY.

GLUCOSE MAKING.

One of the Great and Typical Buffalo Enterprises.

NO EQUAL IN THE WORLD.

Its History, Methods, Results, and Future Outlook.

ALTHOUGH the manufacture of glucose has been practiced on a large scale in European countries—notably in Germany—for nearly three-quarters of a century, yet Buffalo has to-day the largest and most complete establishment of its kind in the world. Our engraving gives a photographic view of the mammoth plant of the AMERICAN GLUCOSE COMPANY as seen from the tracks of the Lackawanna Railroad. The main building, eight stories in height, has, with its dependencies, a frontage of 225 feet on Scott Street, extending to the corner of Market, and a depth of 180 feet, reaching to the banks of the Hamburg Canal, while the feed-drying establishment, warehouses, machine-shops, and other subordinate structures, occupy the south-side of Scott Street directly opposite the main property, and with their respective railroad tracks and freighting facilities stretch nearly to Perry Street, 300 feet or more to the southward.

Not in size or capacity alone are these works the most extensive of their kind in existence, but in quality of product as well, they are without a rival or a peer, domestic or foreign. "Buffalo Glucose" is an acknowledged standard of excellence and of values to the trade, and has made this city's name a familiar word in every State in the Union and in not a few of the great importing houses of Europe, South America, and Australia. From New-York to San Francisco, and from St. Paul to New-Orleans the "American Glucose Co., Buffalo, N. Y.," is quoted daily in every centre of trade, and not an important railroad in the country but has hauled thousands of tons of the product of this colossal industry, or of its western branches.

The history of the business in Buffalo would present a phenomenal instance of the possibilities that wait upon energy, enterprise, and skill, were the results accomplished not so obviously the natural outcome of unflagging industry and acute business sagacity. Fifteen years ago the extent of the infant enterprise was measured by a daily consumption of but 500 bushels of corn. Outside of New-York and a few other eastern cities its existence was hardly known, while locally it is doubtful if 500 people, aside from those directly interested, had even heard its name. From this small beginning it has attained proportions which within the past decade have at times involved a daily consumption of over 20,000 bushels of corn in this city alone; and although changing conditions of business and the steady westward movement of trade and population have necessitated the transfer of a portion of the company's capacity to western fields, yet the Scott-street works alone have been operated continuously at a capacity never less than 10,000 bushels of corn daily; and there is every reason to believe that they will continue at this rate for an indefinite time to come.

The location of these works in Buffalo, making the city the great centre of this peculiar branch of industry, is a matter replete with interest—pecuniary interest—to every business-man and property-owner within our gates. The extent of material benefits which the city derives can best be realized after examining a few statistics obtained by the EXPRESS from the Company's books. The daily consumption of corn, which is the raw material used, is, as already stated, 10,000 bushels, or in other words 20 carloads—equal to one full train-load—per day for 300 days in the year, or 3,000,000 bushels per annum. The annual product of the works, including Glucose, Syrups, Grape-sugar, and Animal-food products reaches 150,000,000 pounds. That the plant comprehends the investment of large capital goes without saying, and in estimating the actual cost its present cash valuation may be more than doubled to cover the money expended during the years of costly experiment devoted to the development and adaptation of the art—an item whose magnitude only those engaged in the business can fully appreciate. Employment is furnished directly to upwards of 400 men, including chemists, superintendents, clerical force, etc., who receive annually in salaries and wages over $200,000. A large majority of employees are men of family, so that we may safely assert that 1,500 men, women, and children living in Buffalo look directly to the Glucose Company for a means of livelihood. Everything possible in the way of material and supplies consumed by the works is purchased in the local market, whereby a number of minor industries are in part supported through their requirements. Adding to the number directly employed the farmers who produce the raw material, making due allowance for the miners who dig the 50,000 tons of coal annually consumated, for coopers who make the packages, for miscellaneous workers who in one way or another handle the raw material and finished products, then assuming that a large proportion of this army of laborers support families of the average size—and we may readily perceive that a great multitude of souls, here and elsewhere, are maintained, wholly or in part, by this home industry.

To the railroads entering Buffalo more especially are the glucose works of peculiar importance. The enormous steam plant required to operate the factory consumes 150 tons of coal per day. The corn, coal, finished goods, and other products of the works represent the average daily handling of 70 loaded freight cars, or 840 tons of freight, giving the enormous aggregate of over a quarter of a million tons of grain, coal, merchandise, and supplies handled per annum. It is not surprising that new roads are constantly seeking a Buffalo connection, or an entrance to the city itself, when a few such mines of traffic and wealth await their coming. The industry is one of the largest consumers of city water, paying the City for this one item alone at the rate of upwards of $20,000 per annum. The company has an invested capital of $1,500,000, in part represented by four other factories located in Peoria, Ill., Leavenworth, Kan., Iowa City, Iowa, and Tippecanoe City, Ohio, respectively, these western houses having an aggregate capacity of 17,000 bushels of corn per day, and with the Buffalo plant composing nearly two-thirds of the active productive capacity of the country in their line of products. But the Buffalo works are the especial pride of their owners, and in their equipment and operation no labor or expense is spared to make them what they are—the most valuable glucose plant in the world.

Not many manufacturing establishments are—from an æsthetic point of view—models of grace and beauty, but as a specimen of intelligent adaptation of means to ends, and of economical utilization of space, the American factory has no superior. The great main building, eight, and in parts ten and twelve stories high, is supplemented by subordinate structures, seemingly detached, but in reality connected by bridges, pipes, and conduits. Networks of railway track weave in and out among the various buildings, enfolding the entire system within their complicated embrace. From basement to roof the factory proper is closely packed with the expensive machinery and paraphernalia pertaining to the manufacture of Glucose in all its forms and varieties. Bewildering rows of wooden and iron tanks, long lines of shafting, miles of piping, grain conveyors, separators, filters as large as a steamship's boilers, huge vacuum "pans," resembling inverted balloons, powerful engines, working with monotonous rhythm, rumbling mills that impart a tremulous vibration to massive foundations, great pumps, straining and groaning at endless tasks, twirling pulleys, clanking chain belts, a complete electric light plant, and with the entire property protected by a complete system of automatic fire extinguishers, making the premises practically fire-proof.

Another large building, a factory in itself, on the south side of Scott Street, forms an important part of the general plant. In it a portion of the feed recovered from the corn in the first stages of the process is dried in immense revolving steam-heated cylinders, and thus rendered insusceptible to deterioration, enabling the farmer or dairyman to store it for future needs. The feed—both wet and dry—produced by the works, containing all of the gluten and oils with which corn is so richly endowed, is a feature of the business of vast importance to the dairy interest of the Empire State, which obtains from this source an unfailing supply of pure, clean feed for milch cows, holding in profusion the elements essential to the production of a maximum yield of milk of the richest quality, at a moderate price, and which fifteen years of experience has proved to be unequalled as a food for dairy cattle—longevity of stock, wholesomeness, and economy duly considered.

To the enterprise, foresight, and business skill, and perhaps more especially to the gift of peculiar "nerve" and tenacity of purpose, of Mr. Cicero J. Hamlin, the president of the company, ably seconded by his sons,—upon whom the executive functions of the business have mainly devolved,—the marked success of this Buffalo-born enterprise is directly attributable; and it is to the possession of these same traits of character, coupled with administrative and executive ability of a rare order, that the universally-acknowledged supremacy of these Buffalonians in this particular line of industry is due; whereby they have developed the glucose interest of the United States to proportions exceeding even their own most sanguine expectations of fifteen years ago, have made themselves and their company the controlling factors in this one of the country's great industrial occupations, and the city of Buffalo its admitted centre and headquarters. Until the Hamlins embarked in the manufacture of glucose the entire supply of the country was obtained by importation from Germany and France—the crude attempts at domestic production having failed to yield an article which could compete with the foreign goods. With a keen foresight which descried untold possibilities in this new field; with the pluck to undertake the immense outlay required; and with the ability to push the development of the art to its utmost conclusions they invested heavily in the enterprise, and brought to the task of its development the qualities which insure success. At an immense preliminary outlay, the most thorough and exhaustive experiments were undertaken, the highest grade of professional, mechanical, and scientific talent employed, and manufacturing facilities provided upon a large and steadily increasing scale. Research led to the invention of new and original methods, and growing experience continually pointed the way to fresh discoveries, until within a marvelously short space of time the fame of "Buffalo Glucose" had penetrated to all the leading trade centres of the country. Then came the inevitable imitation and competition which wait upon successful enterprise in every field. Rumors of fabulous profits to be realized in the manufacture of glucose were rife in every town and city whose conditions were supposed to be favorable to its production, and capitalists became eager to share in the results achieved by these Buffalo pioneers by lavishing money in the erection of costly works designed to compete with the parent house. In short, the people living within the great corn-belt of the Western States became "glucose-crazy"—placing the merest tyros at the art in control of vast enterprises which were expected to enrich their projectors beyond the dreams of avarice.

As the result of unlimited expenditure, glucose refineries, all modelled after the original Buffalo works as nearly as possible, sprang into existence—if not in a single night, at least within a single year—until some thirty more-or-lesscomplete establishments, with all their expensive appurtenances and belongings, dotted the country from New-York to the Missouri River—like giant beehives swarming with experimental dabblers in the mysteries of producing the new-found sweet.

With producing facilities heedlessly overdone the business conditions engendered were sure precursors of disaster. At length a crisis was reached and the collapse followed. Factories, costing in the aggregate millions of dollars, fitted with valuable machinery and appliances, but planned with only rudimentary experience and crude technical knowledge, proved so deficient in arrangement and design as to be incapable of producing merchantable goods at a living cost, and therefore practically worthless as manufacturing investments. Worse than all, the outraged law of supply and demand—ignored in the sanguine calculations of these visionary enthusiasts—now presented the long-impending solution of its obstinate problem, demonstrating that capital had been invested and facilities created for a capacity four times greater than the country could employ for twenty years to come. Then followed a desperate struggle for mere existence, with its inevitable termination—the survival of the fittest. Last scene of all, that ends this history of the "glucose boom"—two thirds of the mushroom growth of glucose factories converted to other uses or idly rotting and rusting in hopeless superfluity and dilapidation, and an army of disillusionized stockholders with augmented experience and depleted assets.

It is probably needless to say that from this ordeal of unnatural and reckless competition the Buffalo concern emerged stronger than ever, and has since pursued the even tenor of its way with unvarying success; steadily increasing its supremacy and prestige, persistently maintaining its position in control of the industry,—partly through holding the balance of power in the operative capacity of the country, and partly by the world-wide fame of the superiority of its products; and thus it has caused the name of Buffalo to become a synonym of rare excellence in that vernacular of trade which so often designates a typical product by the name of the locality from which it emanates.

Space will not admit in this article of a description of the intricate and interesting processes employed by the company in the manufacture of its products, nor permit us to dwell upon the various stages of scientific development through which its operations have raised the glucose industry of America to the highest plane of industrial art; but it will be speaking within bounds to assert that in the preparation of no food-product known to civilized man is more skill and labor expended, and more ingenious and painstaking care bestowed to insure absolute purity and wholesomeness of product, than in the manufacture and refining of the commercial glucose now produced at the Buffalo works of the American Glucose Company.

As a levelling and regulating factor of the market price of all sugar products, the value of the glucose industry to the public cannot easily be over-estimated. For purposes of illustration one or two examples will suffice: Before the advent of domestic glucose the wholesale market price of cane-sugar syrups ranged from 60 to 75 cents per gallon for very ordinary qualities. Under the pressure of competition from glucose-syrups—in which form more than half of the glucose produced finds a market—the cane-syrups have steadily declined, until during the past year, despite the Cane-Sugar Trust, they have sold at from 15 to 25 cents. Thus it appears that glucose has been a potent factor in reducing one item of the breakfast table more than one-half. Again: The time is within the memory of this generation when even the commonest forms of confections and candies were luxuries habitually enjoyed by the wealthy alone. Since the development of scientific glucose production by the Messrs. Hamlin, all this has changed, and now these admittedly-desirable luxuries have been brought within the reach of the humblest purse. It is, in fact, a fair proposition to state that glucose is to the domestic market price of sugar-products what the Erie Canal is to freight rates—a balance-wheel.

Formerly, French confections—in which glucose had been used for half a century—represented the utmost attainable skill of the confectioner, and were accorded the foremost rank in the line of manufactured sweets, at correspondingly exorbitant prices; now, American confectioners challenge the world to a comparison for general excellence of wares. Simultaneously with the appearance of Buffalo glucose the domestic manufacture of confectionery entered upon an era of rapid and legitimate increase, which within twelve years has quadrupled its production, caused its richest products to be sold at prices within the reach of the millions, and has driven its foreign competitors from the home market. That the production and sale of wholesome sweets has more than half the price which the confectioner formerly paid for his raw material, before a competition for his patronage was created, has been the principal agency in reducing the market price of confectionery is a matter of business history; and since physiologists and physicians alike agree that the craving for sweets is a normal appetite, and one which should be wisely gratified, especially in childhood, to insure uniformity and perfection of physical development—then it follows logically that conditions which withheld from the many a compliance with this natural demand were a public hardship and misfortune; and that any legitimate factor tending to their amelioration is a public benefit. Hence, it only remains in this connection to satisfy ourselves whether or not glucose *is* wholesome and its use as a food ingredient legitimate and defensible; and to this end we may again revert to an interesting phase of its history.

While passing through the probationary period which all candidates for public favor undergo, glucose afforded a shining mark for tireless detraction and virulent abuse, instigated mainly by competitors who, descrying a formidable rival in the sugar market, sought by deriding the importance of the product and impugning its purity and wholesomeness to destroy the new-comer's chances of commercial success. All available means for depreciating glucose as a food constituent, and for creating a popular prejudice against its use were resorted to. Articles appeared from time to time in the public press, with the smooth jugglery of crafty words ringing the changes upon the perennial theme of food-adulteration, and insinuatingly indicating glucose as an alleged new element in the list of adulterants; certificates, purporting to have been issued by reputable chemists, warning the land against the insidious approach of the destroyer—glucose—were given the widest currency; openly and covertly alarmed trade rivals labored to influence the public mind—by specious appeals to popular credulity to postpone, at least, if not to destroy altogether, the growing success of an article which was making its economic influence felt in every centre of domestic commerce. At length this guerilla warfare culminated in the introduction of a bill in Congress having for its obstensible purpose the taxation of glucose, but in effect calculated to annihilate the young industry. Under Governmental auspices and direction a Commission of the National Academy of Sciences was appointed "to examine as to the composition, nature, and properties of the article commercially known as glucose or grape sugar"—and to report "as to the saccharine quality of the product as compared with cane-sugar or molasses; and also especially as to its effect when used as a food or drink, or as a constituent element of such articles." The Academy accordingly appointed the following eminent gentlemen—including that distinguished authority, Prof. Chandler, at one time President of The Board of Health of New-York—from among their number to make the desired investigation:

Chairman, Prof. George F. Barker of the University of Pennsylvania; Prof. William H. Brewer of Yale College; Prof. Charles F. Chandler of Columbia College; Prof. Wolcott Gibbs of Harvard College; Prof. Ira Remsen of Johns Hopkins College, Maryland.

After exhaustive experiments, extending over a period of nearly two years, the Commission forwarded its unanimous report, voluminous and complete, and giving in detail the methods employed in making the investigation. The following brief extracts from this official document will serve to show the results obtained:

"*Glucose, or Starch-Sugar, made from Indian corn, represents one distinct class of sugars, as cane-sugar does the other.*"

. . . . .

"*In conclusion, then, the following facts appear as the result of the present investigation:*

"*First.—That the manufacture of sugar from starch is a long established industry, scientifically valuable and commercially important.*"

"*Second.—That the processes which it employs at the present time are unobjectionable in their character, and leave the product uncontaminated.*"

"*Third.—That the starch-sugar thus made and sent into commerce is of exceptional purity and uniformity of composition, and contains no injurious substances.*"

"*Fourth.—That, though having only about two thirds the sweetening power of cane-sugar, yet starch-sugar is in no way inferior to cane-sugar in healthfulness, there being no evidence before the committee that maize starch-sugar, either in its normal condition or fermented, has any deleterious effect upon the system, even when taken in large quantities.*"

It is now generally known that these findings accord with those of European scientists; and since the promulgation of the above-quoted *dicta* (January, 1884,) attacks upon glucose in depreciation of its value as a food-product have been practically abandoned, save from sources the most grossly ignorant or wilfully prejudiced. While it sustains its full share of the natural hostility of competing interests in the struggle for trade, yet the public at large—that supreme court of last resort—has pronounced in its favor in that eminently practical manner which affords the final and surest test of merit, and which would offset volumes of adverse criticism—it sustains the industry and consumes the product.

LEATHER BELTS.

How a Buffalo House is Prospering in Their Manufacture.

R. HOFFELD & CO. began the manufacture of leather belting in 1878. At that time the prospects of the trade were fairly good and the competition had not been developed to such an intensity as is now the case. T. Gingras was the practical man of the business and was thoroughly conversant with its every detail, having had 10 years previous practical experience in the manufacture of belting of all kinds. The first shop was located on Seneca Street. At that time, with the exception of Mr. Gingras, who personally superintended the business, there were but three workmen in the establishment. The business grew and flourished, however, and the increased sales of the agents who were kept upon the road soon compelled an enlargement. Three years only had gone by, yet the sales had more than doubled and the output of the factory was growing larger every day. The removal was made to Chicago Street, and here for two years more the firm enjoyed the prosperity which arose from careful attention to details and a correct appreciation of proper business methods. Growth soon made another transfer of location imperative, and after much consultation it was decided to remove to Nos. 14 to 24 Wells Street. The firm in 1888 took possession of the new premises and began a career of prosperity which seems to become only the more decided as the length of the period during which it has been engaged in business increases. The first year at the new location the firm occupied the fourth floor of the building. This had a total area of 17,000 square feet. It was not long, however, before even this space proved inadequate and the next story above was taken. This second augmentation of space was sufficient for the year in which it took place only, and another floor was soon brought into use. The business now occupies over 40,000 feet of floor space, and at the present rate of increase will soon take up the entire building.

The manufacture of belting is one of which the ordinary man knows little or nothing. He has a vague sort of a notion that such an article is made somewhere and that the manufacture consists mainly in tanning the hides employed in the product. He does not think that belting is an indispensable part of machinery, and doubtless believes that power could be transmitted very easily without it. All of these ideas are fallacious. The manufacture of leather belting is one of the most important industries connected with the building and use of machinery. Belting is absolutely necessary in many instances to the profitable transmission of power, and many industries now immensely profitable would be utterly valueless without this valuable auxiliary to modern machinery.

Some idea of the magnitude of the work done at R. Hoffeld & Co.'s manufactory may be gathered when it is stated that the hides of 1,100 animals are used daily in making belting. The hide is already tanned when it reaches the factory, but only a small part of the labor of preparation has been performed. Nothing but oak-tanned hides are used. To the inexperienced it would seem that all the parts of the hide were capable of being used in the manufacture. Not so. A large portion is useless for belt-making, and of the remainder of the hide there are three grades. The hides have to be trimmed and shaved until only the desirable portions remain. About one third of the hide is thus rendered unavailable. The part used for belting has to be stretched, and glossed, and cut into the requisite widths, placed in the presses, and subjected to a variety of operations before it comes out as the finished belting. Mr. Gingras has lately invented a new kind of belt which promises to supersede many of the older kinds. It is an ordinary leather belt covered with cotton.

This firm also has a machine-shop attached to the establishment, and all of their machinery is made and repaired on the spot. The waste is utilized in a variety of ways. The larger pieces are split and worked up into insoles, the pieces too small for this use are used for trunk handles, and the still smaller pieces are split and worked up into boot and shoe heels. Other pieces are made into carriage washers, of which the firm is patentee, and the scraps are used for fuel in the furnace.

Hoffeld & Co. also deal in rubber belting and hose, and anything in that line can be supplied at their store-rooms.

This company is to have an exhibit at the Fair and an opportunity will be given to all to see the various kinds of belting in operation.

WALL PAPER.

No American Manufactory Thereof West of Buffalo.

THE art of interior decoration has long since gone beyond the feeble attempts of the primitive paperhanger of a generation ago. The possibilities of wall paper as a beautifier have developed to such an extent that to-day we have artists who make a specialty of producing patterns and designs in this article alone. The old-time hanger, with the paste-brush and the step-ladder, has been supplanted, and in his stead we have the dealer in wall paper, house decorations, and hangings, who takes the contract for furnishing a house throughout, and performs his work in a thoroughly artistic and pleasing manner. M. H. Birge, Sons & Co. have long made a specialty of doing this kind of work, and to-day they stand at the head of dealers in decorative wall paper and furnishings in this city. The firm was founded in 1834, and since the day of its founding has made the decorative art in wall papers and hangings the main feature of its business. The firm has long been before the public as a manufacturer of fine grades of wall paper and has ever been known as the leader in the business in this part of the country. The paper upon the walls of a house in these days forms so important a part of the interior finishings and constitutes so great a factor in the general effect that great care must be exercised in securing appropriate and suitable designs and artistic coloring. This firm pays special attention to these points, and their goods are noted for these particular features.

Birge, Sons & Co. recognized the fact some years ago, that to produce harmonious results in furnishing a room, the draperies and furniture must be chosen with special reference to the wall decorations. They therefore added the drapery department, which has now became a leading feature of the business, and where may be found the richest of curtains, portieres, and upholstery fabrics.

People have come to realize more and more that the best results in house furnishing are obtained when the entire work is planned and carried out by one mind—and any one who commits such work to the care of this firm is sure to secure an artistic home.

As manufacturers of wall paper the firm of M. H. Birge, Sons & Co. possess facilities which no other house has yet obtained. The individual taste or preference of the customer may desire a special color or design. Very well. It is at once manufactured from special patterns, and is in all respects in accordance with his order. All grades of choice decorations are dealt in, and there is no novelty known to the trade which is not in the stock.

The retail stock at Nos. 248 and 250 Main Street contains not only the products of the firm's own factory, but also a complete line of English and French paper hangings and decorations. There is also on hand an extensive line of fabrics for curtains, draperies, and upholstery work, second to none in the country. One of the evidences of the good work done by M. H. Birge, Sons & Co. is the fact that they have a large trade in other cities, and that some of the finest houses in the neighboring towns have been fitted up by them. At the present time they are filling contracts for customers in Utica, Syracuse, Auburn, Olean, Erie, and other cities. They send workmen to all parts of the country to carry out their designs for the decorating and furnishing of houses. They have engaged two sections in the Exposition Building, and during the International Fair will have one of them filled with a choice display of their most elegant wall paper, decorations, and fabrics, while in the other section will be demonstrated the process of hand-printing which is at present employed in the manufacture of fine goods.

The firm of M. H. Birge, Sons & Co. have a large establishment at 248 and 250 Main Street and their large well-lighted show rooms are said to be among the finest of this country. A cordial invitation to inspect their stock of paper hangings, draperies, and carved furniture is given to any and all who are interested in goods of this character, and those who avail themselves of this opportunity are sure to profit by so doing.

To parties living in other cities who desire to have their houses decorated they send samples of papers made up in suitable combinations and submit estimates for work.

CLOAKS ONLY.

By Doing One Thing at a Time It is Sure to be Done Well.

THE semi-annual shopping tour to New-York City, which formerly consumed much valuable time, can hereafter be dispensed with, as Buffalo merchants, seeing the necessity of dealing direct from the manufacturer, are now able to offer the latest styles at the lowest prices.

Also the village grocery, where one can purchase any article from a pound of sugar to a coffin, is an institution of the past, and the best houses there confine themselves to a special line of goods. We go to a drug-store for drugs, to a boot-store for boots—it stands to reason that we visit a cloak-store for cloaks.

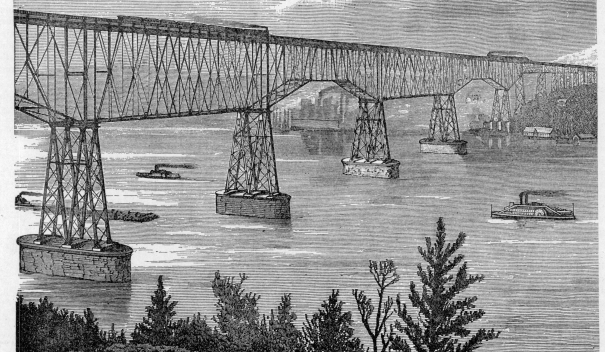
The only house in Buffalo which is devoted exclusively to cloaks, is the well-known establishment of W. J. Nairn, conveniently situated in a handsome brick block at the corner of Main and Mohawk streets. Here ready-made garments are on exhibition, or you may select your own style and have your cloak, mantle, raglan, jacket, or whatever it may be made to order.

A large number of capable workmen are employed, and Mr. Nairn being conversant with every detail in the business, from the selection of the material to the pressing of the seams, is able to guarantee that only first-class work is sent out of his store.

An extensive stock of superior suitings, trimmings, etc., is always on hand, and the very best talent is employed in the designing and selection of late styles.

Already the new fall suits are beginning to appear on the streets; when you are ready for your cloak it would be well to patronize a reliable house.

Buffalo has 957 streets, of which only 92 are mentioned in the fashionable "Address Book."



CANTILEVER BRIDGE AT POUGHKEEPSIE, BUILDING BY UNION BRIDGE COMPANY.

UNION BRIDGE COMPANY.

IN the year 1876 Gen. George S. Field and Mr. Edmund Hayes opened an office in Buffalo as engineers and bridge builders. Seven years ago their business had grown to such dimensions that they established the present plant to carry on bridge-building exclusively under the name Central Bridge Company.

In 1884 the Union Bridge Company was formed by the consolidation of the Central Bridge Company, the Delaware Bridge Company of New-York, whose chief owner was Mr. Charles Macdonald, and the extensive bridge works at Athens, Penn., which were owned and operated by Mr. Maurice. The combination is now the largest bridge-building company in the world. The Buffalo plant, at the foot of Hamburg Street, is about eight acres in extent. It lies adjacent to the Union rolling-mills and blast-furnaces and is amply supplied with railroad tracks, switches, docks, and every other facility for receiving raw materials or shipping finished work. The equipment is as complete as the most modern devices can make it, and the force of 250 skilled workmen are given steady employment the year through. About 15,000 tons of finished work per year is the capacity of the works when not running over-time. The company likewise continue to operate the plant at Athens, Penn., which is equal in size, equipment, and working capacity to the one in this city. The entire force of employees at both places and in the field is about 2,000, and the aggregate business of the company last year was nearly $6,000,000.

Probably the work of the Union Bridge Company which has given them the greatest amount of local reputation is the new Michigan Central cantilever bridge at Niagara Falls, which was constructed on new principles in bridge-building, and has proved a complete success as a substitute for suspension bridges where the span is great.

At the present time the company has under contract and in process of construction several works of great magnitude. Chief among these is the $2,000,000 bridge at Hawkesbury, New South Wales, the contract for which was secured by Gen. Field in competition with the most celebrated bridge-builders of Europe. The accompanying illustration shows the bridge now building across the Hudson River at Poughkeepsie, which will be one of the most important and costly in America. It is a double-track railway bridge of five spans, two of 550 feet and three of 525 feet, besides 3,000 feet of trestle-work approaches, and is 212 feet above low-water mark at the center. The contract is for the entire work—foundations, masonry, and superstructure. The Union Bridge Company is the only concern in America which takes contracts of this kind.

Another long structure which the Union Bridge Company is now building is the Illinois Central bridge over the Ohio at Cairo. Two spans will be 525 feet each, seven spans 400 feet each, and two spans 250 feet each, the total cost of foundations, superstructure, masonry, and approaches being about $2,500,000. Other large works now in hand are the Chicago & Northwestern bridge at Sioux City, Nebraska; a great bridge over the Missouri at Nebraska City; and the New-York, Providence & Boston Railroad bridge across the mouth of the Thames River at New-London, Connecticut, whose distinguishing feature is a 500-foot draw—the longest in the world.

In addition to these great contracts, the company are likewise constructing a large number of smaller structures in every part of the United States, while samples of their work will be found on the railways of South America, Mexico, and Japan. Gen. Field and Mr. Macdonald have charge of the New-York office of the company, Mr. Maurice directs the operations at Athens, Penn., and Mr. Hayes represents the company in Buffalo.

STEAM BAKING.

How well the Modern World is Fed by Wholesale.

A VISIT to the large steam bakery of George Mugridge & Son reveals the extent of a commonplace, yet interesting industry. A four-story brick bnildin (60x150 feet in area) fitted with some of the finest machinery of its kind in use, is none too large for the purpose to which it is put.

Here a force of from 60 to 75 employees is busied in the various departments of baking and packing. A daily supply of 125 barrels of flour is only sufficient to meet the demands upon the bakery, while the daily expense of running such a vast establishment is $750. The company's annual trade amounts to $350,000. These figures give some idea of the magnitude of this enterprise, but they are more readily comprehended than those relating to the goods produced.

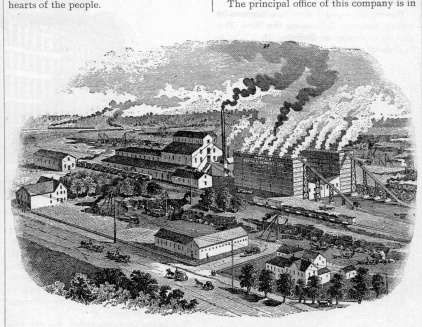
Two thousand lemon snaps are cut and put in pans per minute, while jumbles are turned out at the rate of 180,000 per hour. Seven million oyster-crackers are shipped every day. These are astonishing figures, it is true, but a visit to the bakery only increases one's astonishment as he examines the numberless ingenious contrivances for saving labor and increasing the speed of the work. The toothsome products and savory odors on the first floor are sufficient to give one the appetite of a starved street-gamin, and careful inspection of the entire establishment fails to reveal anything but the most absolute cleanliness and care. The very floors are smooth and shining, and some of the employees look as if they had just come out of the flour-barrel.

Such an industry as this is the outcome of long years of patient perseverance. It was in the year 1841 that the elder Mr. James Mugridge began business in Buffalo. He was a native of Ellsford, England, emigrated to Utica, and thence came to this city.

Here he commenced business on a very modest scale, but fortune smiled on his new enterprise, and success rewarded his efforts. In 1850 he was succeeded by Mr. George Mugridge, who remained sole proprietor until 1863, when Mr. James A. Mugridge was taken into partnership and the present firm-name adopted.

Never have the prospects of the house been more promising than at the present time. The export trade, extending to all the lake-ports and throughout the States of Michigan, Ohio, New-York, and Pennsylvania, is large and growing, while the local trade alone is sufficient ground for honest pride. Five agents are kept constantly upon the road, and a large stable is needed for the delivery-horses in use at home. Packing-boxes are received by the carload from Indiana, and the packing department alone requires a large force of employees.

But it is not merely business ability that brings business success—honesty and principle are quite as necessary, and when one finds the two combined he feels that the possessor is deserving of success. Mugridge & Son are entitled to the hearty goodwill of the community, for it would be ungenerous to deny that recompense to a firm whose productions eventually gets so near to the hearts of the people.



WORKS OF BUFFALO CEMENT COMPANY.

BUFFALO CEMENT.

A Peculiar and Very Valuable Local Construction Product.

SOME industries flourish by virtue of the advantages of location, while others prosper because of the sagacious methods of the management or the excellence of the product. All three of these elements contribute to the success of the Buffalo Cement Company (limited).

In a recent article on the Geology of Buffalo Prof. Julius Pohlman, the highest local authority, says: "Extending from Black Rock through the Northern part of the City of Buffalo is a limestone ridge, rising from 60 to 70 feet within the course of one mile. This ridge is formed of the rocks of water-lime, Onondaga, and corniferous limestone. The water-lime is really an impure limestone, a mixture of the clay of the Onondaga salt group and the succeeding limestone. It is a well-known fact that the celebrated English Portland cement is an artificial mixture of clay and lime. Here Mother Nature has performed the work, and we have a true cement rock, ready prepared, in proper proportions, in the water-lime group. At Buffalo Plains this limestone ridge approaches close to the surface, so that the rock can be easily and economically quarried for conversion into a marketable product."

The manufacture of Hydraulic Cement within the City of Buffalo began in a very small way some 40 years ago, the product being used largely by the U. S. Government in the construction of the Buffalo breakwater; but the industry at that early date was of little consequence, and it was not until 1873 that the manufacture assumed any considerable importance. In 1877 it was very largely increased upon the organization of the Buffalo Cement Company (limited), with a capital stock of $100,000, with Lewis J. Bennett as president and William W. Pierce as secretary and treasurer, which company at once became one of the largest manufacturers of cement in the United States.

The annually increasing output of their works is abundant proof of the meritorious quality of the cement produced by this Company, it having grown from 40,000 barrels in 1873 to 246,000 barrels in 1887.

The Buffalo Cement Company (limited) own 230 acres of land at Buffalo Plains, the greater portion of which is underlaid with cement rock. Upon their property the company have a fully equipped mill, with a capacity for grinding 1,500 lbs. of cement per day, and five warehouses, with storage room for 65,000 barrels.

The disintegrating mills in use by this company are unlike those in use anywhere else in the United States for grinding cement, being the invention of the president of the company.

The uniform excellence of the quality of cement produced is in a great measure due to the thorough intermixture of all the burned material, utilizing the vitrified portions, which by former systems of grinding were valueless, and thus adding greatly to the value of the product.

The shipping facilities are unsurpassed, the Niagara Falls branch of the Erie Railway having a branch track extending to all the warehouses and supplying all the cars required for the distribution of their product to a trade embracing in its extent fully fifteen States.

In addition to the large output of cement, this company is now, and has been for the past six years, supplying the stone for the concrete base for the Barber asphalt pavements in this city, and during said period have supplied the cement for said work, exceeding 170,000 barrels.

To the Buffalo Cement Company credit must be given for practically demonstrating the storage of natural gas in the salt group by a series of wells drilled on their property in this city, from which they are now supplying the fuel for their immense boilers effecting a great saving in their operating expenses.

The principal office of this company is in the Austin Fire-Proof Building, No. 110 Franklin Street, in this city, opposite the City and County Hall.

TABLE WARE.

A Fine Display Thereof at One of the New Uptown Stores.

WITHOUT doubt the finest line of Glassware, China, and Earthenware in the city is to be found at the store of Mr. Irwin R. Brayton, No. 637 Main Street. Mr. Brayton moved to his present location last April, and since that time has enjoyed a patronage which fully justifies his wisdom in selecting an uptown place of business.

The stock of glassware includes all grades, from the richest cuttings and engraving to the blown and pressed ordinary styles.

The china is selected from the leading manufacturers of Europe and America. Of the latter, specimens are shown which rank with the finest made, and show what rapid advances are being made by home manufacturers. The assortment of Dinner, Tea, and Toilet sets is very large and prices moderate.

Mr. Brayton makes a specialty of Solid Silverware for wedding and anniversary presents. Chests of silver of any number of pieces desired are made to order; also cases of bowls, bon-bon dishes, spoons, forks, etc.

Another feature of this house is the department of Gas Fixtures. At no place in the city can there be found so fine an assortment as here. Mr. Brayton represents six of the leading manufacturers of this country, so the designs are not of one idea or style. Special designs are given and estimates made for furnishing a house complete. Oil lamps, for table and floor, in choice variety.

Mr. Brayton invites an inspection of his wares, and a visit to this establishment will well repay one in want of anything in his line.

Buffalo has 61 public school buildings.

ARCHITECTURAL IRON

One of the Most Active of the New Industries of the Day.

AS the historic frame buildings and the three-story structures which formed the business-houses of early Buffalo come down, one by one, to give place to larger, higher, and more substantial blocks of brick, iron, and stone, a new set of contractors, unknown in the past, have risen up to meet the new demands of a progressive age. One of the most active builders of new Buffalo, for five years past, has been Mr. H. C. Harrower, the well-known contractor for iron-work, whose office at No. 223 Pearl Street is one of the first places sought by capitalists having in view the erection of enduring edifices.

For thirteen years Mr. Harrower was connected with the great iron-house of J. B. and J. M. Cornell of New-York, and during this term of service he placed in position 30,000 tons of metal used in the construction of the Metropolitan Elevated railroads. He first came to Buffalo as the representative of the New-York firm, and seeing the opportunity, severed his connection to become a contractor himself. Among the notable buildings for which he has furnished the iron-work complete, may be enumerated the Buffalo Library Building, Music Hall, the iron-front of the Jewett Building on Seneca Street, Sibley & Holmwood's block, the Grand Opera House, and many smaller structures. At present he is executing contracts on the new fire-proof hotel, Barnes, Hengerer & Co.'s new building, Levi's Theatre, Jacob Dold's new buildings, the Ziegele Brewing Company's brewery, and a dozen less pretentious edifices.

The new practice of letting the contract for the iron work entire greatly expedites the process of building, and Mr. Harrower is never found lagging behind the other contractors, and thus delaying the work. All of his undertakings have been carried through with a promptness and perfection which is the best guaranty of the future.

DENTISTS' SUPPLIES.

A Special Industry that Meets Home and Foreign Demands.

FEW people know that this city contains one of the principal manufactories of Dental Supplies for the United States. Beginning in 1867, the business has grown, until the area of distribution of the products of the firm in question, the Buffalo Dental Manufacturing Company, includes not only the whole United States, but also Europe, South America, and Japan, orders being frequently received from abroad.

A little over ten years ago the manufacture of a line of gas-heating apparatus for the use of chemists, jewelers, and assayers was undertaken; the patterns being from the celebrated works of Thomas Fletcher & Co. of Warrington, England. Although gas has long been in use to a limited extent as a fuel, the lack of properly-constructed furnaces and other apparatus has circumscribed its usefulness, and it is safe to say that by the introduction of Mr. Fletcher's apparatus its adaptability as a fuel has been greatly increased.

The increase of business resulting from this step compelled the Buffalo Dental Manufacturing Company to extend their facilities, and in 1881 they moved from the corner of Main and South Division streets to their present quarters on the corner of Court and Pearl streets. Since then they have added to their manufactures a line of gas stoves and other heating apparatus for culinary and household uses, and they are now able to furnish an equipment for these purposes which for convenience and economy is not surpassed.

The firm is at present composed of Drs. George B. Snow and Theodore G. Lewis and Mr. John E. Robie. It occupies the whole of the five-story building at the corner of Court and Pearl streets, with the exception of the two stores on the ground floor. The employes number about 30.

TO FURNISH,

And to Do it Well and Becomingly, Inquire Below.

THE Tifft Furniture Company, which has been a feature of Buffalo enterprise since 1871, needs no recommendation to the people of Western New-York. The members of the firm are Mr. C. L. Whiting and Mrs. Sarah A. Gay, who also conduct the extensive boiler and engine works of Tifft Sons & Co. Their warerooms occupy the whole of a handsome five-story brick building 32 by 115, centrally located at Washington and Mohawk streets.

The house employs about 25 skilled finishers, upholsterers, and salesmen. The upper story contains a storage room and the varnishing and upholstering departments. The third floor is one mammoth show-room, containing every variety of bed-room furniture, from the plain set for $20 up to the mahogany and oak pieces valued at $300 or $400. The second floor is devoted to parlor furnishing, and has caused more than one lover of the beautiful to shatter the tenth commandment. Here are exquisitely carved cabinets, easels, and stands. Here are chairs, divans, and couches covered with softly-blended broccatelles, silk-plushes, and tapestries. Many Turkish designs are on exhibition, as well as a large assortment of imported goods from which you may select your own coverings.

The ground floor is packed full of dining-room furniture, ladies' desks, and carved chairs for the hall and library. Here the timid young housewife selects the little dining-table and six chairs for her new home; and here, if you have a dining-room to correspond, you may indulge in a carved oak side-board for $400. The woods in greatest demand at present are the quartered oak, mahogany, and unstained cherry.

The basement contains the packing-rooms and store-room for odd pieces of furniture, where you may be sure of bargains—as, in fact, you may be anywhere in the building, as prices are low and satisfaction guaranteed.

NUMBER ONE.

The first School-house in Buffalo was built at the corner of Pearl and Swan in the year 1806.

BUFFALO'S REGULAR EXPENSES

For lighting the streets, $260,000 a year, and growing fast. For Fire Department, $263,000 a year.

MODERN MILLING.

The Special Manufactures of the John T. Noye Company.

TO attempt giving a review of the many industries of Buffalo without a very material notice of this company, would be to slight an institution which has for years been contributing a goodly share towards the reputation our city has sustained for the excellence of its manufactures, and yet, in the brief space allotted us, we can no more than glance at its history. Away back in 1834 it found its inception in a most humble effort on the part of Mr. John T. Noye, now deceased, to establish and build up a business which would not only bring him personal honor and benefit, but be a very decided factor in the developing of our city in a commercial way. Being a practical miller, and of a very decided mechanical mind, it required no special discernment to predict a most successful business for the future. His reputation as a judge and manufacturer of mill-stones was without equal, which gave the firm at once a world-wide reputation. The gradual yet decided enlargement of the business of making flour-mill machinery necessitated increased facilities and space, which resulted in building up on both sides of Washington Street, below the bridge, a large plant exclusively given to this class of work. May 26th, 1879, a disastrous fire consumed a large portion of the buildings and machinery, but they were immediately rebuilt on a more extended scale. At about this period the advent into our country of the "roller-process" of flour making found the then firm of John T. Noye & Sons earnest advocates of that system. By its characteristic energy and progressiveness it secured the exclusive control of the "Stevens Roller Mill," and by a most liberal exercise of business push it secured for these rolls a reputation which extended itself to almost every country on the face of the globe. They still hold the lead gained at that time, and it seems unlikely that any competition can wrest it from them. During its existence this company has built some of the largest flour-mills in the world. Its foreign trade, especially in South America and Australia, has been large and is steadily increasing. Its reputation for having nothing to do with anything but work of the highest order has enabled it to not only retain its old patronage, but secure a constituency which is permanent in its character and which is constantly adding to itself large numbers.

In 1884, by the sale of all that portion of its plant lying east of Washington Street, the company was compelled to remove to the block bounded by Jersey, Pennsylvania, and Fourth streets and Lake View Avenue, where larger and more commodious quarters were secured to take in and provide for its growing business. The plant is one of the finest in this country, comprising modern machines and machinery, operated by skilled hands, many of whom have been with the company a quarter of a century. The company never undertakes work of any kind without a certain knowledge that success lies at the end of its efforts. In building and sending mills to all parts of the world this feature of its business is appreciated by its patrons.

Within the past year the company has added a most valuable adjunct to its already large business by securing the exclusive control of the manufacture and sale of the Rice Automatic Engine. The rapidity with which it has sprung into public favor, the large sales it has received, and its self-earned reputation show conclusively that the company has made no mistake in this stroke of business policy. The growth of the electric light, and its demands for a high-speed engine having qualities adapting itself to long successive runs, steadiness of motion, and economy in operation, has provided a most excellent method for this engine to show its numerous virtues and its heels to its competitors. Many of these engines are in daily operation in our city, and are giving universal satisfaction. The Thompson-Houston and United States Electric Light companies of this city have them driving their large light-plants.

IRON WORKERS.

An Old House in Engine, Boiler, and Architectural Iron Lines.

EXAMINE the bases of the columns of the iron store-fronts of this city, and nine times out of ten the raised inscription "George W. Tifft, Sons & Co.," will be found upon the castings. Enter the engine-room of almost any establishment using steam-power, and in all likelihood the same firm title will appear upon the boiler-front or the frame of the engine. Little wonder that a name so widespread in letters of enduring iron should be firmly fixed in the popular mind.

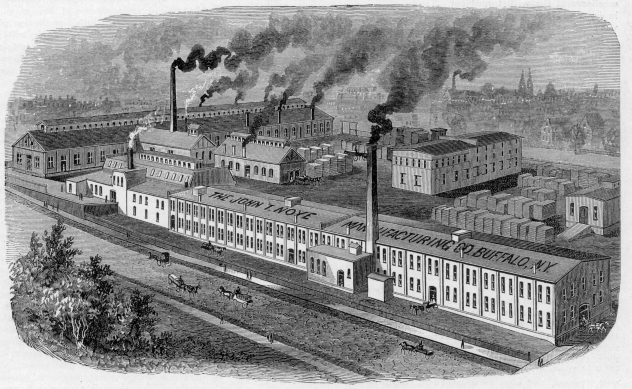
The famous establishment from which has emanated so much of the architecture and power of modern Buffalo, was founded in 1842, as the Buffalo Steam Engine Works. After many changes in the management, in 1857 the present title was adopted, and the honored name which has stood so long as a guaranty of superior excellence has wisely been retained, although at the present time the real owners of the business are Mr. Charles L. Whiting, the general manager, Mrs. Dr. C. C. F. Gay, and Mrs. George D. Plimpton.

The plant, which covers about four acres of ground, has a frontage on lower Washington Street extending from No. 15 to No. 55. The works consist of three 3-story buildings, containing a machine-shop of 18,000 square feet, two large foundries, two boiler-shops, a pattern-shop, and a three-story fire-proof pattern ware-house which is a veritable curiosity shop. The equipment of machinery throughout is of the most modern and expensive order, and the facilities for the rapid filling of large contracts are probably unsurpassed in Western New-York. Employment is given in the different departments to a force of about 225 skilled workmen and helpers, the weekly pay-roll amounting to $2,000 and upward throughout the year.

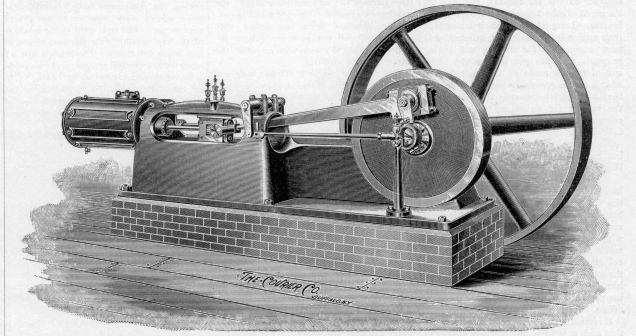
The three specialties manufactured by this firm are stationary engines, steam-boilers, and architectural iron work. The annual output of engines and boilers of all kinds is from 350 to 450, ranging in horse power from 4 to 800. Recent additions to this branch of the business are the new and improved Birdsall Traction Engine and the new Clark Hoisting Engine. The architectural iron-work of the firm is seen in the entire front of the German Insurance Building, the front of the new Becker Building, the stairways, etc., of the new Buffalo Library, Music Hall, Merchants' Exchange, Levi's Theatre, the Masonic Temple at Elmira, the Lockport Court-house, and hundreds of less pretentious structures. Other lines of work turned out are special castings, mill-gearings, retorts or steam-boxes for cooking canned goods, tanks, hoisting apparatus, trucks, pulleys, shafting, etc. The trade of the firm extends throughout the Empire State, Pennsylvania, Ohio, and Canada, while frequent orders are received from the South, the far West, Mexico, and other remote points. The operations of the works are directed by Mr. Charles L. Whiting, who has been in charge since 1873.

George W. Tifft, Sons & Co., will exhibit at the International Fair a Cornelius Stump Extractor, which is one of their new products, a Birdsall Traction Engine, a small stationary engine and boiler, and also a drilling engine, showing all the latest improvements in engine-building. Strangers in the city who are interested in any of their lines of manufacture are invited to visit the works.

The first "town-lot" was sold in Buffalo in 1804. There was half an acre of it, and it brought $135.



GENERAL VIEW OF THE WORKS OF THE JOHN T. NOYE MANUFACTURING COMPANY.



THE RICE AUTOMATIC ENGINE MANUFACTURED BY JOHN T. NOYE MANUFACTURING COMPANY.

A NEW HOUSE

Here in Buffalo, but One that Has Already Taken Firm Root.

THE firm of H. R. Kenyon & Co. came to this city from Chicago in April of the present year. It is seldom, in a city the size of Buffalo, that in the space of a few months a business is created which enables a new firm to take a place among the largest and oldest-established houses. Yet this is what H. R. Kenyon & Co. have done since last April, and to-day the firm is enjoying a patronage which in many respects is more satisfactory than that possessed by the older dealers. One of the features of this establishment is its manner of treating customers. Strict instructions are given every clerk and employee to show the utmost politeness and courtesy to every one who enters the store. It matters not if a person goes in simply to gratify his curiosity, and with no intention of purchasing anything, he is shown the goods he wishes to see and in every respect is accorded courteous and respectful treatment. The success of the firm since its establishment here last spring has been such as to assure the proprietor of his wisdom in locating in Buffalo. The large and constantly increasing number of customers demonstrates that the treatment they have received both in regard to courtesy and honorable dealing has convinced the public that it can serve its own best interests by trading with this firm.

The coming season will witness an enlargement of stock and an adaptation and modification to meet the peculiar demands of the Buffalo trade. It is one of the peculiarities of the business that every city has its special requirements in regard to stock, and that the dealer must learn what these requirements are before he is able to purchase and handle a stock in the best possible manner. Mr. Kenyon is now thoroughly conversant with the needs of the Buffalo trade, and hereafter his already immense stock will be increased, modified, and supplemented in accordance with the knowledge of the Buffalo public which he has lately acquired. The firm has come here to stay, and there can be no doubt that its policy of honorable dealing will be productive of an increase of business and a prosperity which will more than satisfy its members. It is one of the rules of H. R. Kenyon & Co. to take back all goods with which the customer is dissatisfied, and to give him their value in any other articles he may choose, or to refund the money.

While the firm handles several specialties, it has a large and complete stock of dry goods which in quality and make cannot be excelled. The dress goods and silks in style and fineness are the best to be found in the market and are sold at moderate prices.

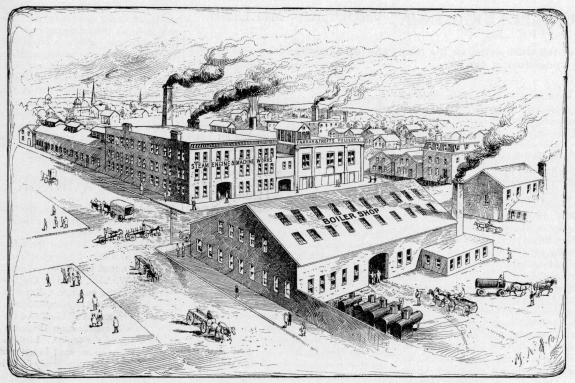
A large stock of linens and white goods is carried and customers can be supplied with anything they may desire in this line. The millinery department is thoroughly equipped with all the finest articles in that line. The firm makes a specialty of its millinery department, and its success has been highly gratifying. A large line of cloaks is also carried. The firm also makes a specialty of this class of garments and the customer who cannot find what is desired in cloakings would be hard to suit. The supply of kid gloves, underwear, hosiery, yarns, etc., is an immense one. The firm carries all kinds known to the market, and there is no establishment in town better supplied with the latest and best in these departments of the trade. The house-furnishing goods department has been appreciated by the public and is a success in every respect. This is the first firm in the city which has introduced a department of the kind in connection with a dry-goods store. Preparations are being made to increase the stock of this department and the coming season will witness a greatly augmented trade. The store occupied by H. R. Kenyon & Co. is spacious, well-lighted, and artistically arranged. It is in these respects the most attractive dry-goods store in town. Taken all in all, the dry-goods store of H. R. Kenyon & Co. is a model one and in itself is evidence of the success which this firm deserves.

AN IRON TRIO.

Concerns Producing Engines, Castings, Car-wheels.

EXTENSIVE INDUSTRIES.

Two of Them Have Been Newly Located at East Buffalo.



WORKS OF FARRAR & TREFTS, ON PERRY STREET.

THIS is pre-eminently the age of applied mechanics. The manufacture of machinery is one of the most important industries of the country, and many communities have obtained the larger share of their prosperity by reason of the maintenance of machinery works in their midst. One of the largest enterprises of this nature to be found anywhere, and one that contributes largely to the industrial prosperity of this city, is the manufactory conducted by the firm of Farrar & Trefts. This firm is one of the first in the country in the manufacture of Boilers of all classes, Marine Machinery and Propeller-wheels, Steam Engines, Iron and Brass Castings, and appliances of all kinds used in the mechanical operations connected with the industrial occupations.

The reputation of the house is now very widely extended. The growth of its business and the increase in the output have followed as a necessary sequence from the realization by its patrons of the superior excellence of the work turned out. The business was founded in 1864. The firm was composed of Messrs. Farrar, Trefts & Knight, under which title it was known until 1869, when Theodore C. Knight retired and the name of the firm was changed to its present form.

When the firm was established its resources were comparatively limited and the facilities which it enjoyed for the rapid production of work were greatly inferior to those now possessed. Year by year, however, the business developed, resources and facilities were enlarged, the plant was increased, new buildings were erected, inventions, appliances, and machinery calculated to expedite the work were procured, the amount of production increased, and the establishment was placed upon a firm and permanent footing. Not only in the matter of plant and capital did these works soon surpass their contemporaries, but also in regard to the possession of special appliances and advantages of which they have the exclusive use.

The establishment conducted by this firm is the most extensive one in the city. The annual output exceeds that of any other two manufactories of the same articles now running in Buffalo. The premises occupy about three acres and are situated on both sides of Perry Street. The buildings are well arranged, and were constructed with especial reference to facility in performing work requiring expedition. The Works are divided into four departments, each of which is placed under the charge of a general overseer. The departments are: Machine Shop, Foundry, Boiler Works, Blacksmith and Pattern Shop.

The machinery in the various branches is run by an 80-horse power engine. The firm gives permanent employment to 300 men, the majority of whom are skilled mechanics.

The success of Farrar & Trefts is largely to be ascribed to the fact that the members of the firm are both expert mechanics and are thoroughly conversant with every detail of the business.

Mr. Chillion M. Farrar is the inventor of a reversible steam engine, particularly designed for use in boring oil and artesian wells. This engine has had a wide sale for the past 14 years, and during that time has won a world-wide reputation. It has long been acknowledged to be the best engine for the purpose yet manufactured, and it is sold wherever the drill is employed.

During the years of its business-life the firm has sold over 8,000 engines and 4,000 boilers. Orders have been received from all parts of the globe, and the shipments to distant points have been very heavy. The proximity of Buffalo to the oil country makes it in many respects the supply city of that region. Especially is this true in regard to machinery. The larger part of the apparatus used in boring wells is purchased in Buffalo. Of the machinery shipped to the oil regions, the firm of Farrar & Trefts has supplied over three-fourths. Long trial has demonstrated that their engine is the strongest, quickest, and most economical for drilling and boring purposes that has yet been made. The special feature made of the manufacture of this engine proves the good judgment of the firm in striving to meet the demands of the market for an engine which should combine the qualities requisite to successful drilling.

Mr. Farrar came originally from Detroit, but has resided in this city for more than 30 years.

Mr. John Trefts, who is associated with him in the ownership and management of the works, is a native of Pittsburg, but has resided here almost as long as his partner. Mr. Trefts has long been identified with the manufacturing interests of Buffalo, and is a well-known citizen. As a practical machinist he has given much time to the management of the firm's business, and has done his full share toward securing the prosperity which has attended its operations.

It is a subject for congratulation not only that such enterprise and business energy as that of these two men should be rewarded, but also that the industry which they have founded is located in this community and contributes so materially toward the increase of its aggregate wealth. The commendation which every worthy enterprise should receive is freely bestowed upon this firm, and there can be no hesitation in saying that all customers will be amply satisfied with their treatment by its members, and will receive a return for their expenditures commensurate with the amount and in strict accordance with the guarantees and promises of the dealers.

East Buffalo Iron Works.

Of the many enterprises recently inaugurated in this city, there is none which promises to attain a greater measure of prosperity in the near future or to contribute in greater proportion to the growth and development of Buffalo than the large iron foundry of the East Buffalo Iron Works. East Buffalo is the great manufacturing quarter of the city, and the present industry is there located. The character of the gentlemen who started this industry is too well known to require any extended mention. Their names are a guarantee for the future success of the business and for the employment of correct business methods and principles in its management. The firm is composed of Messrs. Chillion M. Farrar and John Trefts of the firm bearing their names, and Mr. C. E. Rood of the firm of Rood & Brown, car-wheel manufacturers. All of these gentlemen are known to be capable and energetic and their reputation in the community is deservedly high. The Superintendent is Mr. S. W. Spear, a man whose ability in directing the business has been amply tested by long experience.

Convinced by the solid and lasting character of the Buffalo "boom," and believing that the business prospects of the city rest upon a firm foundation, these gentlemen a short time since bought a large tract of land situated on the Central-Hudson Belt-Line near the Broadway station, and erected thereon substantial and commodious buildings, which they designed for a general foundry business. The faith of the partners in the present and prospective development of Buffalo is sanguine, and they expect soon to increase the capacity of their plant. The firm, although not desiring to be confined to certain products exclusively, is at the present time making a specialty of railroad car and locomotive work.

Other kinds of iron manufactures, however, will not be neglected, and considerable attention will be given to bridge, architectural, and general castings. The long experience of the partners in similar business has enabled them to lay out these works in a manner calculated to secure the best results from the employment of a given amount of capital and machinery. All parts of the plant have been arranged to economize time and labor. The best appliances known to modern founding have been secured and there are probably no better arranged works of the kind in the country.

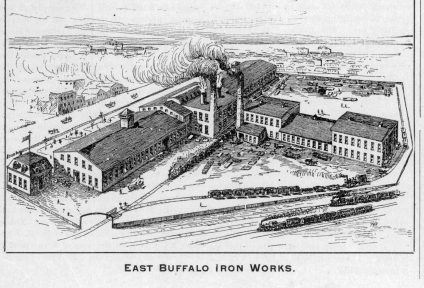
The more important part of the machinery was made by Farrar & Trefts at their extensive works on Perry Street, and was constructed from special designs which they had drawn. This machinery comprises the engine, boiler, cupolas, and other large parts of the very complete plant. The buildings themselves are substantially constructed of stone, brick, and timber, with slate roofs, and are in every respect designed to afford the maximum result at the minimum expenditure.

The foundry proper is 810 feet long and 80 feet wide, with a two-story wing 60x32 feet in which are the elevator, core-ovens, two large cupolas having a capacity of 150 tons daily, and a mammoth crane, enabling castings of upwards of 20 tons in weight to be poured and handled. The finishing shop is 150 feet long by 50 feet wide, with a wing 32 feet square in which is a 125 horse-power upright engine, and boiler to match. The works are steam-heated throughout.

On the first floor of the finishing room are the mills, emery grinders, and other appliances for finishing the castings when taken from the molds. The labor of preparing the castings for shipment is all done in this department.

The pattern shops are on the second floor and are well supplied with a full equipment of patterns and models.

The location of these works is one of the best that could be chosen for the business. There are separate branches for receiving and shipping freight, and close connections are made with all the railroads centering in Buffalo. The equipment is so thorough and the arrangement so complete as to insure the rapid handling of the large business which has followed the establishment of the works.



EAST BUFFALO IRON WORKS.

Rood & Brown.

The specialization of the manufacture of the various supplies used by railroads has resulted in the erection of large manufactories for the exclusive production of some one article employed in railway building or railway management. The rolling stock of a road is built at a number of places and then put together in the yard of the company or of some manufacturer who contracts to supply the company with whatever it may require for the equipment of its road.

The manufacture of car wheels has grown to be one of the great industries of the country, and large factories employing hundreds of workmen are devoted to their production alone. Buffalo is one of the greatest railroad centers of the country. There is no reason why it should not become the headquarters for railway supplies of all kinds. Already shops for the manufacture of cars and many other railway supplies have been built, and thousands of men now draw their support from the industries thus established. It is but a part of the law of natural selection that large quantities of railway rolling stock should be manufactured here and that Buffalo should become the center for the production of articles of this nature. For a long time car wheels have been made in this city, and the special facilities enjoyed by the manufacturers in regard to proximity to the iron and coal mines and the ease of making shipments have caused the industry to prosper more than its promoters had dared to hope for.

Among the firms which have lately engaged in this manufacture is that of Rood & Brown. Both of the members of the firm are well-known business-men, and the prestige lent to any enterprise to which the indorsement of their names is given is almost sufficient to carry it to success regardless of other asssistance. Messrs. Rood & Brown have been engaged in the business but a comparatively short time, yet they have already demonstrated that their works are destined to have an output which shall be larger than that of any other concern of the kind in this portion of the State. Their product consists of wheels of all kinds, from the small light ones used by the flat car to the ponderous supporters of the drawing-room car. Every species of wheel is made, and there is no kind of truck used on cars, engines, or tenders which is not provided for. The works are extensive, and many additions have been made to the plant since the beginning of the industry. The firm gives employment to a large force of men, and has the very best facilities for turning out finished wheels in large numbers.

At the present time the works have a capacity for over 150 wheels per day. The history of the wheels made by this firm is very flattering. Several of the leading railroads have made a series of systematic and exhaustive tests of the various wheels employed, and in every instance where the wheels of Rood & Brown have been subjected to critical examination they have been found to be perfectly satisfactory in every particular. Several large purchasers among the companies have reported that these wheels were superior to any others now in use. The iron used at the works is of the first quality, only the best charcoal iron being employed. The wheels are all made by the chilled process, and every one is tested thoroughly before it is allowed to be taken from the shop. Whenever the slightest flaw or imperfection is discovered the wheel is taken back and cast over again.

Both members of the firm are fully acquainted with the practical details of the business, and the larger part of the work is more or less directly under their personal supervision. The establishment is one of the busiest in East Buffalo and certainly has bright prospects for the future in its special work.

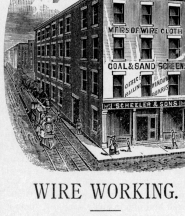
PAPER BOXES.

A Large Industry in a Useful Line of Manufacture.

MR. C. J. DRESCHER, the senior partner of the leading paper-box factory in this city, began business in 1867, occupying the upper floors of Nos. 188 and 190 Main Street. Here, by steady industry and careful attention to details, he built up a flourishing business, and in 1877 removed to his present spacious factory, Nos. 13, 15, and 17 Terrace. His success has continued, and to-day, with an active and ambitious son, he stands at the head of a large and growing industry. A six-story building, with an area of 40 x 60 feet, is needed to accommodate the trade, which includes the manufacture of all kinds of paper-boxes, as well as a complete line of strawboard tubes, so extensively used by publishing houses in mailing sheet music, maps, drawings, chromos, and engravings. The tubes in which this Souvenir Number of THE EXPRESS is mailed are from this house.

Thirty-five men and girls, with plenty of steam-driven machinery, are kept busy, while from 4,800 to 5,000 boxes are finished daily. The machinery is strictly first-class and comprises numerous improved cutters for paper and board, with the requisite presses, etc.

Mr. C. J. Drescher, assigning the entire management of the box-factory to his son, Mr. C. A. Drescher, devotes his own attention to the trade in straw and rag wrapping paper, printed manilla wrapping, and printed and fancy papers of all kinds. A large warehouse has been established on the first floor of No. 15 Terrace, and here an extensive business is carried on. A carload of paper is usually disposed of each week. Mr. Drescher also holds the agency for the celebrated straw and wood-pulp boards so much in demand, and these goods are sold at mill prices.



WIRE WORKING.

Fabrics for which the Demand Shows a Constant Increase.

THE Buffalo Wire Works have been located in this city since 1849. The business originated in a farmhouse in West Seneca, where the manufacturer carried it on in a small way. Martin Scheeler, Sr., the founder of the firm of Scheeler & Sons, was in the employ of this pioneer wire-worker, and soon after the removal to the city became proprietor of the works. Since that time the business has grown to such an extent that it now occupies a four-story building, 30 x 150, and the present rate of increase will soon make another enlargement necessary. The firm is now known as Scheeler & Sons. The reputation of this house is no longer local. Orders are filled from all parts of the country. The factory now contains 15 looms and gives employment to 30 workmen. In 1849 one loom and two men were more than sufficient to supply the demand.

Wire cloth and wire work of every description is manufactured at the Buffalo Wire Works. The goods are made of iron, steel, brass, copper, tinned, and galvanized wire, and are manufactured in all designs for all purposes. The stock on hand is always large. There is wire-work for office desks, bank and counter screens of different styles and designs, window-screens and guards, stall partitions, hay racks, flower stands, settees, chairs, coal and sand screens, moulders' and masons' riddles, sieves and screens, wire cloth for fanning mills, threshing machines, evaporators, sugar and cotton mills, canning factories, sleeping cars, engine smoke-stacks, etc. These are but a few of the articles constantly kept on hand at Scheeler & Sons', No. 145 Main Street.

IN THE FRONT RANK.

Concerning a Great Dry-goods House and its Methods.

J. N. ADAM & CO. are proprietors of one of the most popular mercantile resorts in this city. Their dry-goods store, Nos. 292 to 298 Main Street, has been established in Buffalo eight years, and in that time it has as completely gained the confidence of the public as though the house were half a century old.

The senior proprietor was born a Scotchman and educated a merchant. He is a brother of R. B. Adam, head of the dry-goods firm of Adam, Meldrum & Anderson, and entered the dry-goods business at an early age. He came to this country in 1872 and first established the house of J. N. Adam & Co. at New Haven, Ct., in company with Mr. W. H. Hotchkiss, a graduate of Yale with a Yankee's aptitude for business. In 1880 both members of the firm removed to Buffalo bringing their business with them. They were the first occupants of the White Fire-proof Building, then unfinished, where they have carried on their business ever since.

J. N. Adam & Co. occupy the first floor and basement of the White Building, using the ground floor for retail trade and the nether rooms for the wholesale department.

They carry a full general assortment of dry-goods, comprising 18 different departments, each in charge of a trusted superintendent, many of whom have been in the employ of the firm since its establishment in Buffalo. During the Christmas season the customary stock is supplemented by books and fancy articles peculiar to the Holidays, in handling which the firm has made a specialty.

J. N. Adam & Co. regularly have a force of 125 employees in the retail departments. This number does not include work-room employees, nor the city salesmen and country solicitors of the wholesale department, and is almost double the number of clerks hired at first. The business of 1887 footed up twice as much as that of the first year, 1880, and the total sales for the first six months of 1888 are in advance of any preceding year. This steady accretion of trade has been the natural result of liberal advertising, square and truthful dealing, strict integrity, and careful attention to business on the part of the proprietors. The public has learned that the proclamations of J. N. Adam & Co. are trustworthy, that they will do precisely as they agree, that goods are guaranteed in quality, and exchanges or rebates will be made in cases where satisfaction has not been given. These methods of dealing have secured the confidence of the public, and by adhering strictly to cash policy and one-price rules the firm has maintained good faith on both sides, and has no bad debts to collect and no misrepresented sales to correct. The growth in popular favor is steady and sure. Friends once gained are kept. The clerks are always busy. Since Friday was made a special bargain day the store is crowded on that day almost to suffocation. Yet it was never intended to make these bargains interfere with regular sales, and the business of the remainder of the week does not seem to be affected in consequence.

The record made by the firm of J. N. Adam & Co. is one which they may well contemplate with pride, and the community may well wish itself the possessor and patron of many stores as prudently and enterprisingly managed as this.

FRUIT CANNING.

A Large and Very Successful Industry Hereabouts.

AMONG the many canning companies which for three months past have been engaged in the preparation of vegetables and fruits for general consumption, none is more favorably known throughout the country than the Erie Preserving Company. The original plant of the Erie Preserving Company was established in Brant, Erie County, N. Y., in 1878, and here the finest work is still done. As the trade extended, additional factories were built at Farnham, Buffalo, and St. Catharines, Ont., the last-named branch having been established in 1888 to supply the Dominion when the Canadian Government placed a tariff practically prohibitory on canned goods.

The officers of the Erie Preserving Company are: Benjamin Fenton, President; C. M. Fenton, secretary; H. J. Fenton, assistant secretary; D. W. Fenton, treasurer; S. Fenton, Jr., assistant treasurer.

To meet the requirements of all classes of trade, the products of the company are divided into three grades. All goods bearing the Honey Dew brand are the finest which can be produced by the most expert labor and the culling of the choicest vegetables and fruits; the Erie brand is the high standard of quality demanded by the great body of consumers; while the Boyle's brand, the favorite, is good quality, and packed to meet the wants of those who cannot afford the high-priced goods.

The tin cans used are made from steel plates well coated with pure tin, all the soldering being done on the outside. This is the style of can adopted by the French Government as the receptacles for the meats which they import from this country for the use of their armies.

Throughout the 54 farm and factory buildings used by the Erie Preserving Company scrupulous neatness is the absolute rule. The art of putting up fruits and vegetables by this company is made a scientific study instead of a hap-hazard, go-as-you-please process.

Buyers will consult their best interests by calling upon or addressing the Erie Preserving Company at Buffalo, N. Y., when in want of canned goods.

WELL NAMED.

The Ovens Steam Bakery, a Successful Industry.

MOTHER GOOSE would be a goose of a mother indeed if, at this day and age, she were to follow her own teaching, and trot down to Boston to buy a loaf of bread. Judging from the great and rapidly growing trade of our city bakeries, our housewives are inclined to patronize bread-shops nearer home.

As a specimen of a successful business undertaking, of which any city might be proud, Buffalo points to the famous R. Ovens Bakery, located at Ellicott and Clinton streets and occupying an entire brick block three stories in height.

In 1848 a small bakery was established on the present Postoffice site by Robert Ovens, who came to this country from Scotland in 1833. The enterprise prospered from the first, and when, in 1871, he was obliged to move 60 feet farther down Seneca Street, on account of the erection of the Government building, Mr. Ovens was glad of the opportunity to avail himself of larger quarters.

In 1866 Ovens's aerated bread was originated, and offices and sales-rooms mainly for the sale of this one article were built at 159 Ellicott Street; but, attracted by the superior accommodations, the entire business gradually moved to this place, where it is still located.

Mr. Ovens died in 1881. Since that time Mrs. Ovens has carried on the enterprise, with the aid of R. S. Spencer, the well-known business manager, who has an office in the building.

In the early days four barrels of flour was considered sufficient material for a good day's work. At present 8½ tons of bake-stuff pass through the work shops every day. They use 30,000 barrels of flour, 12,000 tierces of lard, 800 barrels of sugar, 225 barrels of molasses, 28,000 pounds of butter, and 34,000 dozens of eggs were consumed in the manufacture of bread, cakes, crackers, etc. The work is done by 102 men and women skilled in their various departments, who draw salaries aggregating $50,000 a year.

The business has one of the most extensive plants in the country, and R. Ovens's crackers are as well known as fire-crackers all over the United States.

The capital has doubled within the last four years, and gained 25 per cent. since 1887. The wholesale department is represented by seven traveling men, who have orders from every State and Territory in the Union, while the city trade alone keeps eleven large delivery wagons on the move.

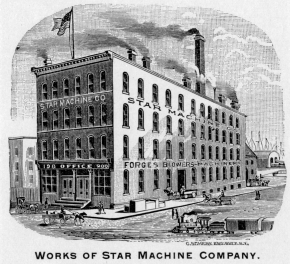
At present the house is making a specialty of its delicious "Electric Bread," originated in 1887, 6,000 loaves of which are sent out of the ovens daily. It is scarcely necessary to write a word of praise for any of these goods, as they are already so well known, and their reputation so firmly established, that they need no praises.

Every thing about the great bakery establishment has a clean, wholesome, and appetizing air, and the fragrance of good things fills all the spaces round about.

FANS AND FORGES.

The Modern Appliances That Make Blacksmithing Easy.

WHO does not remember the blacksmith shop where he used to sit by the hour in his boyhood days and watch the grimy smith at his task. The bellows then was a movable frame covered with horse-hide and worked by a long lever. Oftentimes the bellows would be suddenly stricken with asthma and the fire would go out while the smith was searching in the cobwebs and soot underneath the frame for the leak. The days of the old bellows are over. In the place of that unsatisfactory appliance has been substituted the Fan Blower. The old-fashioned forge, built of stone and brick against the side of the shop, has gone also, and in its stead is substituted a light compact iron one.



WORKS OF STAR MACHINE COMPANY.

The credit for these improvements in the machinery used by the workers in iron is in a large measure due to the Star Machine Company of this city. This company, although manufacturing a variety of machinery, makes a specialty of blowers and forges. The Portable Forge and Blacksmith's Hand Blower manufactured by the Star Machine Company now stands at the head of all inventions of the kind. The Star Cyclone Fan Blower has given complete satisfaction wherever adopted. It is built on thoroughly scientific principles, and is undoubtedly the most economical and powerful blower in the market. Wherever it has been adopted it has received the most enthusiastic encomiums, one firm (R. A. Moore & Co., Dublin, Ga.,) saying it was worth its weight in gold. This is but a sample of the testimonials received daily by the manufacturers.

The blowers are made in a variety of sizes and are suitable for all grades of work. The forges are also made in different sizes, and are both portable and semi-portable. The first three sizes are intended for light work, and are the same in every respect except that Nos. 2 and 3 are provided respectively with a partial and a complete hood. The hood is a precautionary contrivance, and is an indispensable safeguard wherever work is to be done in the midst of inflammable materials, Nos. 4, 5, and 6 are a larger size, adapted to a heavier class of work, and differing from one another only in regard to the hood. The same rule obtains in regard to the three following sizes, No. 9 being provided with a complete hood. These forges are all guaranteed to perform their rated work and to do it in the estimated time. All local dealers endorse the company's guarantee. There are also four sizes larger than those already mentioned. These are planned for heavy work and are designed for use in a shop where all-round general work is done.

ROOT & KEATING'S OFFICE AND WAREHOUSE.

The forges manufactured by the Star Machine Company are necessary to the machinist, the tinsmith, the coppersmith, the plumber, the boiler-maker, the builder, the quarryman, the locksmith, the jeweler, the bridge-builder, the ship-builder, and in fact to all metal-workers. The manufacturers have received most flattering testimonials from the leading ship-builders and iron bridge-builders in the country. A committee of naval engineers, appointed by Commodore Bancroft Gherardi of the United States Navy to investigate and report as to the best form of portable forge for use on naval vessels, unanimously reported in favor of the Star Manufacturing Company's No. 6 forge. The committee, after telling of the work done on the trial, say: "The blast is excellent and continuous; the frame of the forge well braced, and set screws are so arranged as to take up the lost motion of the shaft and other parts. In conclusion, we beg to state, that it is the best portable forge that has come under our notice and we therefore recommend it for use in the Naval Service."

All who are intending to buy a forge of any kind should make it their first business to communicate with the Star Machine Co., at Nos. 198 and 200 Terrace, Buffalo, N. Y.

HERSEE & CO.

The Success of a Big Furniture House and How it Came.

WHEN a furniture house has held a leading place in the race of business for 52 years, and passes the second quarter pole in the century track with colors flying, boasting a factory and sales warehouse of its own, six stories in height, containing nearly two acres of floorage, and giving regular employment to 100 skilled cabinet-makers, no better guaranty is needed that its products are trustworthy and its business methods honorable.

The historic furniture establishment of Hersee & Co. was founded in 1836 by the late Thompson Hersee and the late Benjamin Timmerman, their original store and shop standing on the present site of the Yerxa grocery-house. The business grew apace, and in 1853 it became necessary to secure more room, and the structure now known as the "Weller Building" was erected. In 1871 the building and business were sold to Weller, Brown & Mesmer, and Mr. Thompson Hersee retired.

The following year T. Hersee, Jr., W. M. Hersee, and Jacob Gramlich, all of whom had been identified with the firm of Hersee & Co., re-established the business, retaining the title which had been known and honored in the community for 35 years. The new building erected on Ellicott Street at the foot of Mohawk Street soon became a hive of industry, and the output has continued to increase annually to the present day. The firm now consists of W. M. Hersee and George Coit, and under their able management none of the trade which the house has so long enjoyed has been diverted into other channels.

The salesrooms of the firm occupy the entire six floors of the great building, Nos. 247, 249, 251, 253, and 255 Ellicott Street, two elevators practically bringing all the stories on a level. Everything imaginable in the line of house-furnishing goods, from a cheap kitchen chair to a delicately carved antique oak chamber suite, can here be found in stock, the gradations in woods, workmanship, and prices being such that the widest range of desire can be fully met. Inasmuch as the firm occupy their own building, on an eligible business street where rental values are still low, and manufacture all of their own goods, it is manifest that they can undersell many of their competitors and still make a fair profit. And this is just what Hersee & Co. claim to be doing every day in the year, Sundays and holidays excepted. The aggregate sales mount up to $300,000 per year, and are steadily increasing as the city grows and the character of the establishment becomes known to a wider circle of trade.

A specialty of the firm is fine woodwork to order for offices, banks, bar-rooms, stores, and residences. Much of the handsome hardwood carving seen in the residences of Jewett M. Richmond, Josiah Jewett, C. M. Farrar, W. W. Sloan, and a hundred others is from their factory.

For the convenience of out-of-town customers, who desire to order by mail or study the different grades and styles of furniture before coming to the city to make their purchases, Hersee & Co. issue an elaborate illustrated catalogue which is mailed free to every applicant. The firm likewise pack and prepay the freight on all goods shipped out of town to patrons within a radius of 100 miles of Buffalo, thus placing country customers on the same plane of advantage as those in the city.

ROOT & KEATING.

One of the first objects to attract the attention of the sight-seeing tourist as he emerges from the New-York Central depot and starts on an inspection of the city is the massive brick structure at the corner of Wells and Carroll streets, over the broad doorway of which appears the sign "Root & Keating." The vastness of the building is only the outward type of the business and standing of a firm whose annual sales of sole leather aggregate a million dollars.

The history of the house begins in 1864, when Mr. Robert Keating and Mr. Henry C. Jewett began in a small way the tanning and sale of sole leather. In 1876 Mr. Jewett withdrew from the firm to join his father, Mr. Sherman S. Jewett, in the stove business, while at the same time Mr. Francis H. Root severed his connection with the stove firm of Jewett & Root, and joined Mr. Keating in the manufacture of leather, the firm becoming, as at present, Root & Keating.

The warehouse of the original firm was on Washington Street, but when the crosstown branch of the New-York Central was constructed this building succumbed to the march of improvement. The business having greatly increased and the signs of still greater expansion being unmistakable, the firm next erected a warehouse nearly as large as the present structure on a portion of the tract now known as the West Shore lot. This building too came down to make room for a railroad project (not yet consummated), and the firm then planned and built the present towering structure, 127 by 134, five stories high, with just enough ornamentation to relieve the plainness of the facade without destroying the impression of solidity.

The great tanneries of the firm, from which the warehouse receives its supplies, are located at Olean, N.Y., and Port Allegany, Penn., the latter being the largest under one roof in the world. Both are advantageously situated in proximity to the hemlock forests of New-York and Pennsylvania, in a region where the railroad facilities are excellent and well-paid labor is content to leave well enough alone. All the improved machinery and every available modern device for the rapid transformation of hides into sole leather is found in these tanneries, which give employment to 200 men and have an aggregate capacity of 1,800 sides per day.

Both members of the firm give their exclusive attention to the business, and a ready demand is found in the American and European markets for the entire output of their tanneries at the highest ruling prices.

"ON 'CHANGE."

A Brief History of the Buffalo Merchants' Exchange.

THIS popular institution, incorporated in 1882, superseded, commercially speaking, the Buffalo Board of Trade (constituted 1844 and incorporated 1857), and occupies the entire fourth floor of the building of that corporation on West Seneca St., covering a space 132x60 feet. [See page 9.] The handsome main chamber, or 'Change, wainscotted and painted in unique style, is 76 feet long, 53 feet wide, 23 feet high, with a ladies' gallery over the east end facing the president's platform. The committees', secretary's, freight bureau, and reading-rooms, lavatory, etc., are on this floor, while the Grain-inspection Department is on the seventh.

The plan of this association has a wide scope, but its principal objects are to inculcate just and equitable principles in trade; to establish and maintain uniformity in commercial usages; to acquire, preserve, and disseminate valuable business information, and to adjust controversies and misunderstandings between its members.

The Transportation and the Real-estate and General-information Committees are of special value to our merchants and citizens: the former looking after all matters affecting R. R. freight and discriminations against Buffalo as well as canal and lake transportation; while the latter's duties are to obtain and give such information as may be desired by any party relating to the advantages of the city of Buffalo for manufacturing and general business purposes, and consider and report upon all matters appertaining to the interests of the city relative to taxation, sewerage, gas and water supply, the public schools, telephone and telegraphic service, public buildings, railroads, streets, manufactories, and other topics which bear upon its commercial and industrial welfare.

On January 1, 1888, the membership roll was 571; namely, 520 regulars, 34 clerks, 16 transportation, and one honorary. Total assets $69,043.70; liabilities *none!*

On the membership roll will be found the names of the most active, progressive, energetic, and representative men of the city, comprising merchants, bankers, coal and iron operators, lumber and live-stock dealers, shippers and forwarders, elevator proprietors, vessel builders, owners and brokers, manufacturers, lawyers, insurance agents, railroad and propeller line managers and officials, petroleum producers and refiners, newspaper proprietors, printers and stationers, real-estate men, builders, contractors, salt, lime, and plaster dealers, etc.

The Trustees of the Exchange are Messrs. Robert B. Adam, President; George B. Mathews, Vice-president; Edward W. Hayes, Treasurer; Horace J. Harvey, Peter C. Doyle, Edmund Hayes, John G. Kerr, Edward Gallagher, Leonard Dodge, John L. Williams, Marcus M. Drake, Wilson H. Sherman, and S. S. Guthrie. Mr. William Thurstone is Secretary and Statistician, and has held his position as Secretary of the Board of Trade for over twenty-five years, and since 1882 of this Exchange also. The other officers are: Mr. Junius S. Smith, Weighmaster; Mr. Conway W. Ball, Chief Inspector of Grain; and Mr. John C. W. Daly, Secretary of the Freight Bureau of the Committee on Transportation.

The last report of the Exchange, with list of members, etc., can be obtained upon application to Mr. Thurstone without charge.

BUILDERS' EXCHANGE.

A Business Association Now More than 20 Years Old.

THE "Builders' Association Exchange" is the outgrowth of a call issued by the late Joseph Churchyard for the builders of the city to meet at the City Treasurer's office on February 6, 1867, to which 23 firms responded.

The sentiment of that gathering was expressed in the following preamble, which prefaced the constitution and by-laws: "The subscribers, builders of the city of Buffalo, believing that a more intimate social relation and acquaintance with each other will tend to check the bitterness of rivalry, and keep the eagerness of competition within more reasonable limits, that the skill and knowledge of each will, in a great degree, be acquired by all, thereby increasing our usefulness to the community in which we live, have formed ourselves into an association to be known as the 'Builders' Association of Buffalo.'"

On February 19th in the same year the first board of officers was elected, as follows: Amos Morgan, President; Henry Rumrill, vice-president; Thomas B. Tilden, treasurer; Joseph Churchyard, recording secretary; J. H. Tilden, corresponding secretary; C. S. Chapin, Joseph Churchyard, John Walls, Wm. I. Williams, and John Briggs, curators.

Twenty years later the association became a member of the National Association of Builders, and it was deemed advisable to extend the scope of the organization, making eligible to its membership not masons and carpenters merely, but workmen in all branches of the trade; and to carry out this plan the association was incorporated as the "Builders' Association Exchange." The officers for the current year are: John Feist, President; Michael McNamara, vice-president; John R. Munroe, treasurer; Jared H. Tilden, secretary; Horatio C. Harrower, George W. Carter, Edward L. Cook, Joseph J. Churchyard, George W. Maltby, Charles A. Rupp, Edward M. Hager, John A. Wolsley, and Michael J. Byrne, trustees.

The corporation has a stock of $5,000 in shares of $50 each; the term of its existence is 50 years. The objects for which the association is formed are set forth as these: "For the purpose of fostering trade and commerce, or the interests of those whose business is the erection of buildings or the furnishing of materials used in the erection of buildings; to reform abuses in trade or business; to secure freedom from unjust or unlawful exactions; to diffuse accurate and reliable information among its members as to the standing of merchants and builders, and other matters; to produce uniformity and certainty in the customs and usages of trade and commerce and of those engaged in the business of erecting buildings or the furnishing of materials therefor; to settle differences between its members, and to promote a more enlarged and friendly intercourse between merchants and business men."

The rooms of the "Builders' Association Exchange" are in the Jewett Building, over Nos. 323 and 325 Washington Street. A superintendent is in charge daily from 8 A. M. to 5 P. M.; exchange is held daily from 11 A. M. to 12 M.

STRICTLY BUSINESS.

The Business Men's Association of the City of Buffalo.

THIS association was organized something over a year ago by a number of our enterprising and wide-awake businessmen. Its aim and object is to collect useful information regarding Buffalo as a point at which to carry on manufacturing, commercial, or mercantile business; to impart this information to the outside public; to bring to general notice the beauties and healthfulness of this location as a place of residence; and to utilize its unlimited water privileges.

This Association has in the last year printed and circulated over 300,000 circulars calling attention to these advantages possessed by Buffalo, and inviting capital and labor to locate here. The Association has also assisted in bringing about several municipal reforms, and has always lent its efforts to and used its influence for the welfare and advancement of the city.

The Association solicits correspondence from corporations, companies, and individuals contemplating a change in location, and from those wishing any information in regard to Buffalo, or any branch of business in Buffalo. Full information will be promptly furnished gratis in response to all proper business applications. Citizens or strangers are cordially invited to visit the rooms of the Association, in the Stafford Block, Pearl Street.

Communications should be addressed to the secretary, Room 5, Stafford Block.

JAMES H. SMITH, Pres't.
T. H. GATCHELL, Sec'y.

BRYANT & STRATTON.

The Pioneer Business School in the City of Buffalo.

A MOST reliable, thoroughly sound, and practical educational institution is the Bryant & Stratton Buffalo Business College. It was established in 1854, and was the first school which introduced a thorough course of business training in Buffalo. At that time few business men had ever heard or thought of such a thing as a school for business training, and many looked upon the new undertaking as an experiment of very doubtful issue. But Messrs. Bryant & Stratton were men of sound business principles and indomitable energy, who had thoroughly studied the situation, and were convinced that the time had come for the inauguration of a new department of education in the line of training for active business life.

The result proved their judgment to be correct. The efficient work of their graduates, who readily found employment as book-keepers and business managers, in all departments of trade, many being rapidly advanced even to a partnership in the business, convinced the public of the practicability of such instruction and training. The proprietors soon established an honorable record among the educational institutions of the country. The best talent to be found has always been secured in the teachers of the several departments.

This school has been the principal factor during the past thirty-four years in shaping the course of the young men of Buffalo and the surrounding country, and fitting them in the best possible manner for business positions. A majority of the middle-aged business men of the city are its graduates, and there is scarcely a firm in which may not be found from one to half a dozen persons who have been its students occupying responsible positions. In all parts of the country, from the Atlantic to the Pacific, in cities and in towns, the graduates of this college are to be found among the most successful men in the various commercial pursuits. Many of them are retired capitalists, living upon the wealth they rapidly accumulated by reason of their superior qualifications for conducting business.

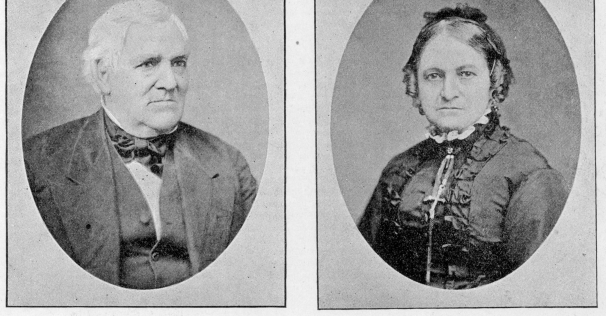
More than twenty-one thousand students have attended this institution since it was first established, and over seven hundred were enrolled during the past year. A college with such a history, and having so brilliant and honorable a record, is certainly entitled to the confidence and favor of all who are looking forward to securing a thorough preparation for business life. No institution ever had a better record. It has always had the confidence of and has been sustained by all of the leading men of the city and surrounding country. The vast army of students who have gone out into the world and established themselves as business-men during the past thirty years, the strongest evidence of the perfect adaptation of the course of instruction to the requirements of the times.

The proprietors of this college are Messrs. J. C. Bryant & Son. The senior member of the firm has been President and principal manager during the past thirty years. Mr. Clarence L. Bryant has grown up, as it were, in the business, and is perfectly familiar with its every detail. Mr. J. C. Bryant is the author and publisher of a series of works on Book-keeping and Commercial Law which are the standard textbooks in these branches in the best schools and colleges throughout the country. He has a world-wide reputation as an author, his works having been ordered from many foreign countries, and a national repute as a practical business instructor.

The Bryant & Stratton College is located in the German Insurance Building, at the corner of Main Street and Lafayette Park, in the most central part of the city. The rooms are the finest ever used for school purposes, and are fitted up with elegant offices for Actual Business Practice. The building is fire-proof, well ventilated, and thoroughly lighted. It is handsomely furnished and contains all the appliances for a modern school.

The college offers opportunities for every ambitious young person to secure a practical business training. Those unable to attend the regular day sessions may enter the night school, which is open annually from September to May. The well-known character of this college, its high standing in the business world, and the extensive acquaintance of the proprietors among business-men, brings many applications for well-trained Book-keepers, Stenographers, and office assistants, so that the school is able to send many of its students directly to good positions. With such a start every active young person, possessing industry, perseverance, and business ability should be able to make his mark in the world.

A large illustrated prospectus, containing full particulars, will be mailed on written request directed to the college.



MR. AND MRS. JOHN H. BAYLEY.

PEN, INK, PAPER.

Where to Find the Biggest Stock of Business Stationery.

AMONG the most prominent and popular business houses in Buffalo is that of Adams & White, wholesale and retail stationers, printers, binders, and blank-book manufacturers, who occupy the premises Nos. 209 and 211 Main Street.

It was in half of this store that the firm of Young, Lockwood & Co. was established in 1859. In 1865 Mr. John C. Adams entered their employ as clerk and continued in that capacity till 1872, when he became one of the firm. In 1885 Mr. Adams, in company with Mr. J. Herbert White, who had also been in the employ of Young, Lockwood & Co. for several years, organized the present firm, and succeeded to the business of the old firm.

Both Mr. Adams and Mr. White are young men of energy and ability, and under their straightforward management the business has increased more than at any time in its previous history. They occupy a large building, but a glance through their establishment will show that they must have more room before long. The basement is completely filled with the firm's stock of ink, which comprises all the leading varieties. The entire first floor is used as a sales-room, and is packed full of office stationery of every description, blank-books, and all those materials which delight the tidy bookkeeper's heart. On the second floor are the stock store-rooms and the noisy printing-presses, whose incessant rattle gives evidence of many busy hands on the floor above, where the composing-rooms are located. The entire fourth floor is occupied by the skilled workmen and the machinery required in the production of the superior quality of blank-books which this firm has long had the reputation of making.

Altogether, about 50 employees are kept busy. One reason for this firm's marked success has been that their employees are skilled workmen. Many of them have been with this firm and its predecessor since boyhood, which speaks well both for them and for their employers.

Good work has made a name for the firm of Adams & White, and their business keeps right on growing. They now have the largest stock of office stationery in Western New-York. Both members of the firm were born and brought up in Erie County, and are well known in Buffalo, where their method of doing business has won them a host of friends and patrons.

FIRE BRICK.

Long-Established and Highly Successful Buffalo Industry.

THE house of Hall & Sons has been well-known among the leading fire-brick manufacturers of America for over forty years, the original firm of A. Hall & Sons having been founded at Perth Amboy, N. J., in 1846. Twenty years later, in 1866, the Buffalo branch was established by Mr. Edward J. Hall, who in 1881 became sole proprietor of the business. This firm have established a reputation for making the best quality of brick only, and it is acknowledged by consumers that no better brick are made in America, and that they are equal to the best imported Scotch brick. In Canada Hall & Sons' brick commands better prices than the Scotch brick.

Four acres of land at Black Rock, with large and commodious brick buildings, two fine kilns, and a spacious storage shed, furnish ample room and excellent facilities for the business carried on. The machinery is of the most approved stamp, and the works find constant employment for thirty men. A large stock is constantly kept on hand, including all shapes and sizes of the regular standard 9-inch fire brick, cupola brick, and blast-furnace blocks. All sizes of square fire-tiles are made to order, and great success has been achieved in this branch of the business, while an excellent line of locomotive brick and 12-inch tile for bakers' ovens is furnished.

A specialty of this house is the manufacture of brick for special purposes. Considerable work has been done in this line for the United States Government. Crucibles and test-tubes for use in assaying were furnished to the Government, and the officials who used them speak most highly of the work of this firm.

All fire brick are re-pressed, thus securing an even surface and uniform thickness, greatly facilitating the laying of the brick.

The Perth Amboy terra cotta, so generally used, is furnished by Hall & Sons, who hold the agency for Buffalo and Western New-York. All the terra cotta for the new and beautiful Iroquois Hotel is furnished by this house, and so promptly was the order filled that not one moment's delay has been caused.

Not only do Hall & Sons keep abreast of all improvements in their line, but they are continually making experiments in new branches of the business, and introducing improvements in the machinery employed.

ART AND LITERATURE.

Buffalo is not altogether an industrial city Interesting papers on her authors and artists were "crowded out" of the Souvenir.

A NOTABLE ANNIVERSARY.

Mr. and Mrs. John H. Bayley of 1401 Main Street, who celebrated their sixty-fifth wedding anniversary last February, are among Buffalo's oldest and most respected inhabitants.

They came to this city October 4th, 1833, from Newbury, Vermont, where they were born in 1802, and married February 27, 1823. They came by way of the then famous Erie Canal on a line-boat, called "The Young Lion of the West." The journey from Troy occupied seven days and nights; or as many days as it takes hours now. The trip did not seem slow in those days, and was made with pleasure and comfort, and upon arriving at Buffalo the party of about one hundred felt loath to separate.

Mr. and Mrs. Bayley found Buffalo a city of but 15,000 inhabitants. All the buildings were below LaFayette Square, with very few exceptions. The Granite Block above Seneca Street was then the largest building. The front was built of cut granite, and was constructed so poorly at first that one morning soon after its completion it fell with a crash through the side-walk into the vaults below, killing a little girl. But it was immediately rebuilt, and stands to-day. The next large building was the Kremlin Block, erected in 1834.

The year of Mr. Bayley's arrival there were forty-eight ships and vessels on the lake used for passenger and freight traffic—merchandise of every description was carried west in exchange for grain and iron-ore.

Mr. Bayley was engaged in ship-building, which was the main business at that time, and assisted in building the first steamboat that was launched in Buffalo harbor. It was named the "Daniel Webster." Mr. Bayley was afterwards canal inspector, for a few years was employed by the Niagara Railroad, and finally, in 1847, in company with Mr. Bennett, opened "Bennett's Temperance House," which soon changed its name to the "Niagara Temperance House," and was then run under the firm-name of Bayley & Son. This house, under the management of Mrs. Bayley, one of the most amiable of women, gained a great reputation, and here the Bayleys met and formed a large circle of acquaintances. The old building is still standing, on the south side of the Terrace between Pearl and Commercial streets. In 1867-8 Mr. Bayley built the National Mills, the first erected in the city, and now owned by Thornton & Chester.

In 1827, before coming to this city, he built the sleds that conveyed the iron from Franklin, New Hampshire, to Boston of which the first railroad of any description was constructed in the United States. The late Mrs. Thomas Thornton was Mr. Bayley's sister. Both he and his wife are enjoying the best of health for a couple eighty-five years of age. Upon their selecting the Queen City as a home, they were soon followed by many relatives, until now there are no less than one hundred living in Buffalo. Four children have been born to them, two of whom are now living—Charles E. Bayley of Bothwell, Canada, and Mrs. Elizabeth Savage of Penn-Yan, New-York. Mr. Bayley is a grandson of General Bayley, who served in the French and Indian War and also in the Revolution.

GLASS STAINING.

A Beautiful Art which Has Reached Great Perfection Here.

THE Buffalo Stained Glass Works were established in 1845. F. J. Riester, the present proprietor, assumed their management in 1866. Since that time he has furnished windows for nearly 900 churches in all parts of the continent. His establishment is one of the largest and best equipped of the kind in the United States. Mr. Riester utilizes all the modern improvements in his beautiful art, and employs only first-class artists and artisans. There is no manufacturer better prepared to execute elaborate Ecclesiastic and Domestic Stained Glass, Scriptural Scenes, Figures, and Memorial and Ornamental windows than Mr. Riester.

Everything in the line of Opalescent, Venetian, Antique, Rolled Cathedral, Jewelled, Embossed, Cut, Enamelled, and Plain-colored Glass is manufactured at his works, and all orders for work of this nature are filled with promptitude and dispatch.

Mr. Riester is the owner of all the patterns, designs, and stencils of the Burns, Thurston, and Meyer's stained-glass works, and can replace or re-stain any work that has been done by them.

All persons interested in stained-glass, whether as purchasers or otherwise, will be furnished with designs, estimates, and samples on application at the office of works, No. 29 Pearl Street. All correspondence will receive prompt attention and inquiries will be answered at once.

All who deal with this manufacturer may feel assured not only that they will receive superior and artistic work, but also that they will be fairly and generously treated. The prices of the products of the Buffalo Stained-Glass Works are very low—lower than one would believe to be possible were he not satisfied of the fact by personal demonstration.

The superior quality and finish of the product has made the Buffalo Stained-Glass Works known wherever fine grades of glass are used in windows, and it is not too much to say that if Mr. Riester leads his competitors in the future as he has done in the past, the next ten years will witness a progress and expansion of his business even more wonderful than that of the past.

MEMORIAL ART.

Where Enduring Granite is Wrought in Forms of Beauty.

SOONER or later in most human lives there comes a desire to erect a monument to perpetuate the memory or commemorate the virtues of some one called to a higher life. Surrounded as these tributes of affection may be with tender sentiments, yet so far as the relations of the purchaser and the monument-maker are concerned the contract for a memorial is a commercial transaction, a question of the most and the best for the money.

Recognizing some years ago a growing demand in this section for fine monumental work, such as few dealers can supply, McDonnell & Sons, the owners of the famous granite quarries at Quincy, Mass., in 1884 established an office and works at Nos. 858 and 860 Main Street, Buffalo. The venture has proved a remarkable success.

The premises are 50x100, and in addition to the workshops contain a splendid exhibit of fine monumental work. The office itself, with its elaborately carved and polished Quincy granite front, is the finest of its kind in the United States—a work of art which attracts the attention and challenges the admiration of every passer-by. All work for this city is cut in this Main-street yard, thus giving the patrons an opportunity to inspect the work while in progress. The range of work includes every imaginable form of memorial, from simple markers to massive sarcophagi and stately mausoleums. Some specimens from the McDonnell quarries, showing the exquisite art taste displayed in all their cut designs, from the simplest to the most costly, will be seen at the International Fair, the exhibit being one of the first to meet the eye upon entering the main building. A list of the recent Buffalo patrons of McDonnell & Sons, who have ordered memorials costing in some instances many thousand dollars, contains among other names the following: The Hon. Daniel H. McMillan, John Blocher, Col. E. A. Rockwood, R. R. Hefford, John C. Jewett, Mrs. James D. Warren, Mrs. Thomas F. Rochester, E. H. and J. A. Butler, Mrs. C. C. F. Gay, James N. Matthews, Mrs. Thompson Hersee, Edward Michael, Morris Michael, Mrs. Cyrus P. Lee, Isaac Altman, Leonard Dodge, George W. Patridge, L. C. Crocker, Mrs. R. R. Gregg, the late John Howell, Mrs. George M. Wadsworth, Mrs. Lorenzo Dimick, Henry L. Hale, Mrs. Silas Kingsley, Mrs. Horace Parmelee, Dr. E. L. Hussey, Mrs. William B. Flint. Charles Gies, Louis Plogsted, Dr. G. W. Patterson, E. C. Hawke., George Urban, Jr., W. A. Case, Mrs. Mary Colligan, Levi Allen, T. H. Mansell, Mrs. Seth Bliss, and Mrs. Jane A. Colton. These are only a few of the many hundred orders filled since the Buffalo branch was established, but the list is sufficiently long to show how great has been the contribution of the Quincy quarries to the recent monumental features of Forest Lawn.

The Buffalo branch of McDonnell & Sons has likewise enjoyed a large patronage in Rochester, among their most recent erections in Mount Hope cemetery being monuments ordered by H. B. Hathaway, Mrs. Dr. Sheehan, James A. Briggs, F. R. Morton, and Hiram L. Baker. The Samuel J. Tilden sarcophagus at New Lebanon, N. Y., and the Prendergast memorial at Jamestown are likewise the work of this firm.

One of the stones in the Blocher mausoleum was 18 feet square when taken out of the quarry, and this was the largest piece of granite ever shipped to Buffalo. The largest stone in the Warren sarcophagus, which is now being cut, will likewise be a massive block of granite weighing many tons.

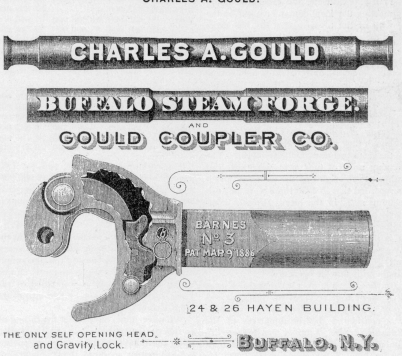
The quarries at Quincy have been worked for the past 45 years, and have now reached a depth of 165 feet. A single block of granite measuring 75x80x20 has recently been loosened, thus showing the capacity of the works to supply great stones when ordered.

The ownership and control of the quarry from which all of their undressed granite is taken enables McDonnell & Sons to quote close estimates on any design. During the dull season of the past winter McDonnell & Sons kept their workmen at the cutters at the quarry busy on some of the new sarcophagi, cottage, and shaft designs for which they had been taking many duplicate orders, and early in the summer a portion of this product was shipped to Buffalo and set up in the yard to be sold at much less than the regulation price for work made to order. A number of these stones, some of them splendid works of art, still remain unsold, and the purchasers who find in the collection something adapted to their tastes will receive an advantage equivalent to a large discount. Connected with the Buffalo branch is a designing department, where original ideas can be worked out under the eye and direction of the patron. This is a source of great satisfaction to those whose artistic instincts and conceptions call for something of a special character.

While monumental contracts take precedence over other products, McDonnell & Sons are prepared to furnish granite, either cut or uncut, for any purpose for which it is commonly used. Memorial tablets, horse blocks, corner stones, markers of any sort, and even paving blocks come within the scope of their business. The firm have likewise recently imported from Italy some exquisite statuary, suitable for either monumental, household, or lawn adornment, and they fill orders for special pieces of sculpture, such as busts, medallions, bas reliefs, etc., at much lower prices than can often be obtained by the public in dealing direct with sculptors and firms handling statuary alone.

McDonnell & Sons have at their office many books of designs and special drawings, showing the entire range of modern monumental art, and these are cheerfully placed at the disposal of all persons contemplating the erection of a memorial to aid them in reaching a decision as to what form that memorial shall take. A cordial invitation is extended to such persons to make free use of the facilities of the firm in this direction, whatever the intention as to the final award of the contract.

CHARLES A. GOULD.



CHARLES A. GOULD.

Prominent among the names of our rising business-men is that of Mr. Charles A. Gould, proprietor of the Buffalo Steam Forge. He was born near Batavia, N.Y., in 1849, and in 1865 made Buffalo his permanent residence. He was engaged for a time in the grain business with Henry C. Rew, now one of the millionaires of Chicago, and afterwards with W. C. & G. W. Sweet. In 1870 he entered the employ of W. B. Sirret & Co., and held responsible positions with that firm until 1878. In the spring of 1879 he was appointed Deputy Postmaster under John M. Bedford, and in June, 1881, he was made Collector of Customs for this port by President Garfield, which position he ably filled until June, 1886, when President Cleveland appointed the present incumbent.

In January, 1885, he purchased the interest of the late Henry Childs in the Buffalo Steam Forge on Childs Street, east of the Ohio-street Bridge, and with Mr. Henry B. Stimson formed the firm of Gould & Stimson. In November, 1887, the firm was dissolved by mutual consent, Mr. Gould becoming sole proprietor, with offices at 24 and 26 Hayen Building.

In addition to his active business life, Mr. Gould has been for many years one of the most prominent local Republican leaders. He was Chairman of the County Committee for several years, and conducted the campaign of 1880, one of the most hotly contested in this county. He has also been prominent in mutual benefit societies, and for several years held the Grand Presidency of the Empire Order of Mutual Aid, and was honored by the Presidency of the Fraternal Congress of the various mutual insurance societies of the State in 1885 and again in 1886.

Of late years he has given his attention to the building up of the business of the Buffalo Steam Forge, which now has an enviable reputation among the railroads of this section of the country for superior forgings. The product includes all forgings used in locomotive and car construction.

A specialty has been made of coupling links and pins, of which it is the sole manufactory under patent in this State. In these articles alone, a large trade has been developed.

The necessity for better facilities and a more advantageous location induced Mr. Gould to purchase a large section of property on Austin Street, Black Rock, on the line of the N. Y. C. & H. R. R. R., and he has now in process of erection at that point one of the most complete forges in the country. The buildings consist of the Forge proper 80 x 209 ft.; a Link and Pin Department, 40 x 50; Machine Shop and Engine Room, 40 x 50; with buildings for scrap iron, sand, and fire brick, barn, and offices. Tracks will connect the Forge with the main line of the New-York Central, affording ample shipping facilities. The plant will consist of six Axle and Shape Hammers, and a complete outfit, together with a Drop Forging Department, making it one of the best equipped forges in the country for railroad work, which will continue to be the specialty. This will give employment to about 150 men.

The matter of automatic car-couplers has been engaging the attention of thoughtful men all over the country for several years, and in the early part of this year Mr. Gould secured control of an Automatic Self-opening Gravity-lock Coupler which has been pronounced by high railroad authority to be *the best* in the market. Patents in conflict with this coupler have been purchased and other difficulties overcome, by which it is made "*a sure winner.*" The *Self-opening Head* is the noticeable feature in the patent, and it renders the safety of switchmen absolutely certain, as there is no going in between the cars. The manufacture of these couplers will constitute a very important branch of the business, and doubtless a malleable iron plant will soon be added to the Forge.

ANTI-FRICTION.

A Big Buffalo Business that is Done in Small Things.

THE Niagara Machine Company has its office and works at Kensington Station, N. Y., L. E. & W. R. R., Buffalo. This company was incorporated in 1886 for the manufacture, especially, of steel balls for anti-friction bearings and other anti-friction devices. The manufacture of a sphere of hardened steel, with a fine polished surface, accurate within a fraction of a thousandth of an inch, is in itself an important art, and when to the production of these spheres in enormous quantities is added the manufacture of an anti-friction bearing for various purposes which will run absolutely without lubrication of any kind, some idea may be formed of the nicety and importance of the work done.

The Niagara Machine Company turn out many millions of steel balls annually, which are sold in enormous quantities to the bicycle manufacturers of the United States and England. Every high-grade bicycle manufactured requires one hundred or more of these balls to complete its bearings, so that the annual consumption in that branch of manufacture alone reaches far into the millions. The company has lately put upon the market a line of ball-bearing casters for trunks, furniture, pianos, trucks, etc., all equipped with polished steel balls. They are also about to introduce a line of anti-friction carriage axles which will render it possible to run a carriage or wagon for years without the slightest lubrication and without perceptible wear. This would seem like a stretch of the imagination, were it not for the fact that years of careful experiment and thorough test in their own factory have demonstrated beyond doubt the possibility of doing away entirely with the friction of a bearing. This bearing can also be applied to light and heavy machinery of all kinds, line-shafting, loose pulleys, etc., and in fact wherever, in this world, the element of friction is found to a troublesome extent these gentlemen appear to be on hand to eliminate it.

The office and works of the company are located at Kensington, one of the leading manufacturing suburbs of Buffalo on the Falls Branch of the New-York, Lake Erie & Western Railroad, about four miles from the heart of the city. Their present factory was erected a year ago, and has already become much too small for the requirements of their business, and plans for large additions, to be erected this fall, are in process of preparation. The present working force numbers about forty hands and is rapidly increasing.

LUMBER TRADE.

Its Growth from Nothing to Many Millions.

ONE OF THE GREAT MARTS

Acres of Land and Miles of Water Front in Use—And Still Growing.

By Charles F. Kingsley.

That part of the basin of the St. Lawrence lying westward of the Niagara River is a region rich in those natural resources essential to the development and maintenance of a healthy commercial prosperity. The old-time adventurers who journeyed through the wilderness, and the later voyageurs of "New France," concurred in describing it as covered with forests which gave evidence of the productiveness of the soil.

In subsequent years, when the boundaries of the country had been defined—first, between the provinces of rival European nations, and then between a possession of England and the new republic—the same testimony was repeated, and in the history of the treaty which closed the War of 1812 it is said that the British Commissioners were disposed to insist upon drawing the boundary line so that the basin of the Lakes would be attached to Canada. The treaty, however, was not made in accordance with the designs of the British plenipotentiaries, and the boundary dividing the Lakes in half remained unchanged. It was not until the Eastern States had in a measure been cleared up and converted into agricultural regions and the manufactories of the present day had had their beginnings that the lumber trade of this territory began to develop.

When the tide of immigration had passed westward beyond the older States into the territory bordering upon the Upper Lakes and the Ohio Valley, the settlers had learned that these Western forests possessed a constantly augmenting value, and that it would be folly to destroy them with ax and fire as had been done in the East.

It was then that the lumbermen of Ohio and Michigan began to float the products of the forest to the populous Eastern markets, and that the port at the foot of Lake Erie began to acquire importance as a lumber mart. During the years prior to 1850 the lumber trade of Buffalo was supplied from the outlying districts, and consisted mainly in meeting the local demand caused by the growth of the town itself. In 1850 there were three lumber dealers in business, who controlled the bulk of the trade. There were several lesser dealers, but their business was of the small retail character, and to some extent was the offshoot of that of the three leaders. These pioneers in the industry were John S. Noyes, Harrison B. Mixer, and S. D. Colie. Each of these three veterans is still engaged in the trade, although they now control but a small part of the great business which they began. The planing mills of that time were still run subject to the rights of the patentee, and it is recorded that in 1850 there were but two planing mills in the city. From a comparison of the output of these primitive mills with that of one of the present day, it is safe to say that all of the mills in Western New-York at that time did not turn out as much in a day as do some of the single mills now in operation.

In those days lumber was cheap. A large portion of that received at this port was from the Canadian forests. Port Dover was considered the headquarters of the Canadian trade. Lumber was delivered to the purchaser at that point at the rate of $3 for box, $6 for common, and $12 for uppers. The grade of lumber included in the same classification was much higher than it is now, and the cheapness and uniformly good quality of the Canadian product for several years kept American lumber out of the market. The Grand Trunk and Great Western railways brought the Canadian lumber to Buffalo, and there seemed to be no way for the lumbermen of Michigan to successfully meet the competition.

In the latter part of the decade beginning with 1850 there were six lumber-yards in the city, and all of them confined themselves principally to handling hemlock lumber. In 1857 a boatload of the excellent pine of the Michigan forests had been brought to this port. It was of clear, solid bodywood, two inches thick, and in broad widths. The people of the town displayed much interest in the cargo from the new pineries, and nearly everyone went down to the wharf to look at the "fancy lumber." The memory of this load of Michigan pine remained in the minds of the dealers, and when, in 1859, the increasing distance of the Canadian lumber-region, and the augmenting rates of the Canadian railways, practically prohibited importation from the old sources of supply, it was determined by one or two of the older dealers that some way must be found to transport the products of the Western forests to the Eastern markets. Three lumbermen pooled their issues and brought two rafts of sawed lumber down the lakes. A stave-dealer of the city also endeavored to bring down a raft of staves, but succeeded in getting only a part of it into port. When the enterprising lumbermen came to examine their rafts they found that the lumber had swelled and warped, and was injured to such an extent that they made no profit upon the venture. Vessel freights were then nine dollars a thousand, and Buffalo was paying a high price for its lumber by the time it was unloaded at the wharves.

Lumber Transportation.

It remained for Mr. John S. Noyes to solve the problem of cheap transportation. He conceived the idea of towing the lumber down the lakes in barges, and thus making one steam vessel transport two or more cargoes. His project was ridiculed by many, and those who withheld their sneers believed that the enterprise would end in failure. Mr. Noyes bought a worn-out vessel, dismasted it, cut the decks out, and prepared it for the work according to his own ideas. The initial trip was a success in every particular. The first barge-load of lumber came down the Lakes and landed at Buffalo June 12, 1861. The first step in the lake trade in lumber had been taken, but even its projector did not imagine the immense proportions which the business was destined to assume within the next twenty-five years. The real beginning of the lumber trade in Buffalo dates from this time.

The question of making Buffalo a lumber port had been merely a question of cheap transportation. That question was then decided, and thereafter the progress of the trade was almost uninterrupted. From 1860 the statistics show that there has been an almost steady increase in the amount of lumber landed in this city. During the years of the War the trade fell off for obvious reasons. And again in the ten years between 1870 and 1880 there was a diminution caused by the rapid development of Tonawanda as a port of transhipment. But the fact of the establishment of a great lumber trade at Tonawanda did not permanently injure the lumber trade of the city. Tonawanda is merely an immense lumber depot. The stock on hand there is owned entirely by outside capital. In Buffalo the case is different. Every foot of lumber in the yards of the city represents Buffalo capital, and its profits enrich Buffalo, not Albany or New-York.

THE LATE J. N. SCATCHERD.

Lumber, etc., Received by Lake for a Series of Years.

	LUMBER.	HEWN TIMBER.	SHINGLES.
1880..	214,169,352	6,000,000	33,058,000
1883..	233,433,000	.....	37,302,000
1884..	231,653,000	28,000,000	37,616,000
1885..	240,637,000	35,000,000	52,716,000
1886..	279,493,000	13,650,000	58,582,000
1887..	264,612,000	31,500,000	36,705,000
	LATH.	STAVES.	EST. VALUE.
1880..	4,673,050	7,855,884	$4,572,000
1883..	14,508,000	2,362,100	4,810,000
1884..	13,099,000	1,119,560	5,612,000
1885..	18,185,000	2,028,120	6,057,000
1886..	12,166,500	1,289,500	6,197,000
1887..	12,469,000	1,980,350	6,412,000

The estimated receipts by rail for 1887 were 125,000,000 feet, valued at $2,500,000, making the aggregate receipts for that year 389,612,000 feet (aside from timber, shingles, lath, and staves), and the aggregate estimated value $8,912,000.

There has been a marked decrease in the local stave trade during the last 30 years. This is explained by the fact that the supply of stave timber has been constantly diminishing on the Southern watershed of the Lake region and is now found south of the Ohio Valley.

Whatever may have been the falling off in this particular branch of the trade since 1846, there has been during the same period a development so rapid that the aggregate volume of the lumber trade at the present date is 1,100 times larger than it was in that year, and it gives abundant promise of a future growth to be limited only by the exhaustion of the lumber supply of the region tributary to the Great Lakes.

The Lumber Exchange.

The lumber-dealers of Buffalo number among them some of the most progressive and public-spirited of our citizens. They have tried to conserve the general interest by endeavoring to secure uniform rates from the common carriers and to protect lumber consumers from aggressive monopoly. The unequal freight rates which the various railroads established, and the discrimination which they exercised in favor of their more wealthy patrons, was the immediate cause of the organization of the Buffalo Lumber Exchange. This association was distinguished by good work at the outset. The railroad companies yielded to its demands, and since its formation, with the exception of the period of the freight war, the Exchange has secured uniform rates from these corporations. In 1885 the Exchange organized a Freight Bureau, which has since been merged in the similar committee maintained by the Merchants' Exchange.

It was through the efforts of the Lumber Exchange that the city was induced to buy the fire-boat which patrols the water front and already has demonstrated its value in several instances where serious fires were threatened.

But the greatest work done by the Exchange has been the agitation of the subject of grade-crossings. Perhaps no trade in the city has suffered more from this evil than the lumber trade. A committee was appointed to collect facts relative to the delay, expense, and danger caused, and to agitate the matter until some decided action should be taken by the people and the Legislature. The efforts of the committee met with a prompt support, and after much labor and many delays the work which they had undertaken was crowned with success by the passage of the Grade Crossings Bill. The present officers of the Exchange were elected last March, and are as follows: President, John N. Scatcherd; Vice-president, Albert Haines; Secretary and Treasurer, C. W. Baldy.

The Lumber District.

The lumber-yards of the city are found at intervals all along the water front of the Harbor. But the Tifft Farm at present contains the distinctive lumber district of Buffalo. This is a tract which was opened up by the Lehigh Valley Railroad Company, the work having begun about eight years ago and having been several years in progress. Ship canals have been dredged through the farm, and there are now over two miles of docks and wharves. Seven lumber yards and one planing-mill are situated on this property. No better idea of the extent of the lumber trade of Buffalo can be obtained than by taking a trip to the Tifft farm. A steam ferry-boat leaves the foot of Main Street every half hour, and he who takes the trip will be amply repaid. Leaving the dock, the boat moves up the city ship-canal along a route crowded with shipping and alive with moving craft of every description. After a ride of two miles the Tifft Farm is reached. The boundary of the farm was originally the terminus of the ship-canal, but the railroad company have extended the canal a half-mile further. The channel has been dredged out to a depth of 18 feet and is 200 feet in width. The ship-canal is crossed at right angles by another canal of equal size, and from this in turn short lateral canals run parallel to the main channel. The two miles of wharfage already in use is being increased rapidly. The larger portion of the dock facilities is taken up by the lumber-dealers. Here may be seen lumber-piles by the acre—not little piles, ten or twenty feet high, but big four-story piles, built with as much precision as business blocks, and apparently containing enough material to supply an ordinary planet for a quarter of a century. There are acres of pine and hemlock from the forests of Michigan and Wisconsin, ship-loads of shingles and timber from the same locality, innumerable bundles of lath from the Lake Superior shore, and tens of thousands of feet of hickory, ash, and walnut from the foot-hills of the Tennessee mountains. And this comprises but a small part of the lumber business of Buffalo. There are yet over 70 firms to be visited if one is to thoroughly investigate the trade. And when the aggregate business of all these dealers is obtained, it will be found to be greater than that of any other eastern lumber market.

The growth of the lumber trade in Buffalo has been co-extensive with that of its other industries. To meet the constant increase, the center of supply has moved up the shores of the Lakes from year to year, beginning at Detroit, moving on to the Saginaw Valley, rounding the curve of the lower Peninsula, advancing along the shores of Lake Huron—it has never halted, and to-day is following the Southern slope of the great Lake Superior basin. In the rear the settler has steadily followed the lumberman, and the regions which he went over with the ax have since yielded to the plow. The products of this country thus opened for tillage have flowed eastward, and have had no small share in giving Buffalo her present proud commercial position. The lumber trade of Buffalo has not only proved valuable in itself, but has also prepared the way for other industries, whose wealth-producing possibilities have been scarcely touched, and which will be fruitful sources of prosperity long after the last lumber-forest of the Lake region has disappeared.

JAMES N. SCATCHERD.

The passing away of one who for a score of years has been a prominent figure and a potent factor in the commercial and social life of a community is always a source of sadness, but seldom in this city has the demise of a leading business man touched so many hearts with a sense of personal loss as the death of the lamented James N. Scatcherd, which occurred January 18, 1885.

Mr. Scatcherd was born December 4, 1824, at Wyton, Ontario, near London. He was the son of a prosperous Canadian farmer, who for many years represented the district of Middlesex in the Canadian Parliament. His youth was passed upon his father's farm, and his educational advantages were such as the school system of the Province afforded. Later on he engaged in lumbering expeditions, and after paying one or two business visits to this city, in the spring of 1852 he located here permanently as the agent of Farmer, De Blaquiere & Deeds, extensive lumber manufacturers, dealers, and shippers at Woodstock and other points in the Province of Upper Canada. About five years later he succeeded to the business of the firm, and continued the same with remarkable success in his own name until 1880, when his son, John N. Scatcherd, was admitted to partnership, the firm name becoming Scatcherd & Son. The firm was one of the heaviest dealers in lumber in the city, their specialty being the expensive hard woods.

The only public office ever held by the deceased was that of Water Commissioner. Upon entering the board he was made chairman. Affairs in the Water Department at that time were in a chaotic condition, and many abuses of the public trust had become venerable with age. Strong men had attempted to reform the management, but favoritism, influence, and other unworthy considerations still prevailed to the public detriment. Mr. Scatcherd was the man for the emergency. Powerful politicians found no favor in his sight, and every consumer of water was treated with equal and exact justice. He reduced the management to a perfect system, and when, three and a half years later, he resigned his trust, the Water Department had become a flourishing and satisfactory branch of the public service. At the time of his death Mr. Scatcherd was the President of the board of trustees of the Buffalo General Hospital, with which he had been identified for about ten years. It was largely through his personal and persistent efforts, continued for years, that this institution finally succeeded in extricating itself from the burden of debt which impeded its usefulness at the time when his official connection began. He was one of the founders of the Delaware-avenue M. E. Church, and a member of the first board of trustees, which was organized November 22, 1870,—a relation which continued until his death. In his church duties he was retiring and undemonstrative, but when burdens were to be borne and responsibilities assumed he was always ready to perform his full share.

Mr. Scatcherd was married Nov. 7, 1855, to Miss Annie Belton, who then lived near his native place, and she, together with his son and partner, John N. Scatcherd, and a daughter, Mrs. Seward Cary, still survive.

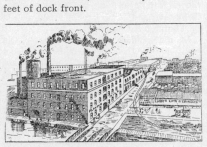
His rare business ability and industry were crowned with a liberal prosperity, and he left a large estate.

FITTEST SURVIVE.

Buffalo's Oldest Unchanged Lumber and Timber Firm.

THE lumber trade of Buffalo is one of its most important industries. Several large firms are interested in the business, and an immense amount of lumber and timber is handled annually. One of the largest of these firms, and certainly the oldest established one, is that of E. & B. Holmes, which was formed in 1852, and has been in business continuously since that time.

Of the firms then doing business there is not another one in existence at the present time. The Holmes brothers have witnessed the formation and dissolution of many partnerships since the time when they started, but they have remained in the business unmindful of the causes which produced the disintegration of other lumber firms. Their business has grown to an extent little imagined by the partners at the beginning. At the present time they have three yards, in which are stored millions of feet of lumber of every description and which represent a trade several times greater than the entire lumber trade of Buffalo in 1852. The amount of business now done necessitates the maintenance of two offices and two sets of clerical assistants. The largest and principal office of the firm is located on Michigan Street near the Central Depot. At this place they have an immense planing mill and a sash and door factory of large capacity. The second and smaller office of the firm is situated at the receiving and shipping yards. These yards are located between Mandrake and Miami streets and on the Ohio basin, where they have 1,200 feet of dock front.



The firm of E. & B. Holmes handle a quantity of lumber each year which amounts to the enormous total of 40,000,000 feet. The lumber is of all kinds known to the trade, but consists principally of white pine and hemlock. The various kinds of hard woods used in building and the finishing trades are also largely dealt in by this firm, and a large amount of lumber of this nature is constantly kept in stock. The firm make a specialty of timber of all kinds. During the past year they have handled a large proportion of all the timber sold in the city. The customer can find in their yards any kind or size of timber he may desire, without limit as to size, length, or quantity.

The members of the firm pride themselves upon the fact that in their yards may be found the material for a building throughout. No matter what kinds of timber, lumber, and finishings may be needed for a building, they can all be found in these yards, and can be bought as cheaply as such material can be sold.

In addition to the local trade of this firm, their sales by cars and boats reach the entire eastern portion of the States. The aim of the firm is to deal in only the best material of the respective grades obtainable, and to do all in its power to satisfy the purchaser, both in regard to price and stock. How well E. & B. Holmes have succeeded in this design is evidenced by growth of their business since the start in 1852, and by the character of the patronage which they have enjoyed.

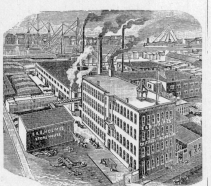
COMING TO STAY.

Buffalo's attractions ought to secure a thousand permanent residents from among the visitors to the International Fair.

LABOR SAVERS.

Coopers' and Other High-grade Wood-working Machinery.

MESSRS. E. & B. HOLMES are the leading manufacturers in the world for the manufacturing of Barrel, Keg, Hogshead, and Stave Machinery. In 1856 almost all the barrel and cooperage business was done by hand. Messrs. E. & B. Holmes at that time decided that there was a large field for the invention of labor-saving machines in that direction, and commenced inventing and manufacturing machinery to be used in the great and varied line of the cooperage business. The result has been they have entirely changed the system of that class of work, so that they have caused about the same advance in this kind of manufacturing as has been



made by steam cars over the old stage-line, or the mowing and reaping machine over the old hand scythe.

To accomplish this, years of thought and work have been given. They have taken out over sixty patents, and to-day nearly all the cooperage done in this country is either made on machines of their invention and make or those who are trying to copy after them. As they manufacture seventy-five different kinds of machines, it will be seen that they cannot be even named in an article like this.

But in the factory of Messrs. E. & B. Holmes can be found machines of all kinds and descriptions used in the manufacturing of barrels, kegs, hogsheads, and staves. Their catalogues are well worth a careful examination.

High-grade Wood-working Tools.

This branch of E. & B. Holmes's enterprises was started on the 1st of April, 1887. The patterns for 14 No 4 side 6 roll planer and matcher were commenced at this time. The machine was completed and started up on the 3d of August of the same year. The manufacture of others followed in rapid succession, and these machines are now used in the States of New-York, Michigan, Pennsylvania, Virginia, North Carolina, South Carolina, Georgia, Alabama, Tennessee, Ohio, Illinois, and California. There is a large variety of machines turned out from this department, and new ones will be made as fast as the pattern can be secured. The machines now being manufactured consist of four styles and sizes of planers, with 6½, 14, and 26 inch knives respectively, 42, 44, 46, 54, and 60 inch segment resaws, 20 inch gang edgers, self-feed rip saws, shingle planers, pony planers, knife-balancing scales, and smaller tools too numerous to mention. There are a great many new features embodied in the construction of these machines. That these new features are appreciated by those who are engaged in the wood-working trade is attested by the large orders received for the machines. Some 45 skilled mechanics are employed in this department, and with this large force the firm is unable to keep up with orders, though they have a large amount of the work done by other manufacturers.

This branch of the business is under the supervision of F. H. Crofts and E. F. Bugler, two well-known mechanics who have been engaged in the manufacture of wood-working machinery for 25 years.

It is only a question of time when the firm will be compelled to enlarge their works to supply the growing demand for high-grade wood-working machinery.

GEORGE M. COLE.

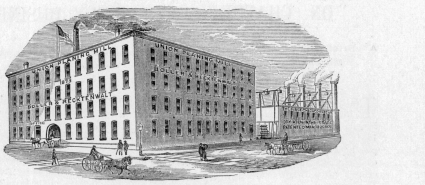
The wholesale hard-wood lumber office and yard of George M. Cole is located on the corner of Perry and Louisiana streets, in the center of the railroad system and conveniently near the Ohio Basin. Mr. Cole, than whom there is no more experienced lumberman in the city, personally superintends the business. The specialty is hard-wood lumber, but he also deals in pine and hemlock lumber and shingles. Mr. Cole has been actively engaged in the lumber trade since 1862, and is well and favorably known. The bulk of the business consists of shipments to eastern markets direct from the mills. Another specialty is the handling of cottonwood lumber in car lots direct from the manufacturers. A well-assorted stock of seasoned hard-wood lumber is kept constantly on hand, either at the yard or at the mills.

BUFFALO'S NAME.

The name "Buffalo" is not a particularly poetical or romantic one, but it is as much so as Ox-Ford or Cam-Bridge, the latter meaning simply the site of a bridge over the Cam River. Yet these are the names of the two greatest university cities in the world.

NO EXCUSE FOR IGNORANCE.

Buffalo has 61 public school buildings and 635 teachers, and the system costs about half a million a year. There are about 40 private colleges, academies, and schools.



UNION PLANING MILL.

MODERN WAYS.

How Lumber is Worked up in a Wholesale Fashion.

A LARGE four-story brick building, with a frontage of 104 feet on Chicago Stree and 106 feet on Carroll Street, is occupied by Messrs. Boller & Recktenwalt, proprietors of the Union Planing Mill. Dry-kilns, with a capacity for drying 45,000 feet of lumber at once, are situated on Carroll Street in the rear of the mill. These buildings are all protected against fire by the Grinnell system of sprinklers, similar to those in use in The Express building, while centrifugal blow-pipes gather up saw-dust and shavings and convey this waste material to the furnaces, where it is used in place of coal. A Cummer engine of 100 horse-power furnishes all the power for the machinery. The pay-roll includes 120 names.

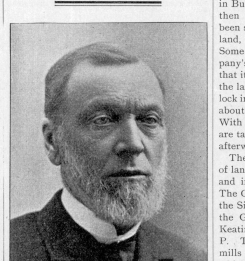
An immense business is done by this house, chiefly in general building materials, shingles, lath, sash, doors, blinds, etc., while kiln-dried interior finish and maple flooring are specialties. This last is dried by the "Chicago Lumber Dryer" (of which the firm hold the patent for Erie County), and finds a ready market in all parts of the Middle and Eastern States.

On Carroll Street, just opposite the mill, is a large lumber-yard owned by the same firm, and still another yard (on the Ohio basin, at the corner of Louisiana and Mackinaw streets) is needed to accommodate the business.

The Union Planing Mill has been in operation for more than a quarter of a century, having been established in 1862. At that time a wooden building on the site of the present dry-kiln gave shelter to the new enterprise, which was eventually to assume such vast proportions.

In 1873 the present brick structure was erected, without necessitating the removal of the old building. On the completion of the new mill the machinery was rapidly moved into it, and a delay of only four weeks was caused by so important a change.

The firm consists of Mr. Charles Boller and Mr. Nicholas C. Recktenwalt, whom the *New-York Lumber Trade Journal* commends as being both of them "thoroughly acquainted with the business, and both known as practical business-men, honest and upright in all their dealings."



CALVIN P. HAZARD

Among the foremost in the Buffalo lumber trade is Mr. Calvin P. Hazard, whose office is at 92 River Street. We present herewith a portrait of Mr. Hazard and also a general view of his lumber yard and docks. A few of the lumber piles in the immediate foreground, between the slip and the lake, belong to other yards. Mr. Hazard's yard includes the territory beyond the first slip, and also the valuable wharfage on the slips opening into the lake at the point which the propeller is represented as approaching in the drawing. The receiving and shipping facilities of this yard are unexcelled. Mr. Hazard also owns yards quite as extensive on the Tifft Farm, where the storage facilities are of the first class.

Like many another of Buffalo's prominent business men, Mr. Hazard is a Canadian by nativity. His birthplace was near Pictou, 40 miles from Kingston, on the picturesque cedar-covered shores of the Bay of Quinte. There he gained his first acquaintance with the lumber business, being early interested in a "sap-mill." This is the name sometimes given to saw-mills situated on water-courses which furnish power for a few weeks only during the Spring freshets—or about as long as the maple-sap season lasts.

In 1864 Mr. Hazard came to Buffalo, with little or no capital, but with sound practical ideas and broad business principles, and established himself in the lumber business. For some time the firm was C. P. Hazard & Brother, but since 1878 Mr. C. P. Hazard has carried on the business alone.

Mr. Hazard extensively handles northwestern pine, coming principally from the Saginaw River and the Bay City district, and makes a specialty of selling in cargo lots to local dealers. He also ships largely to eastern markets as required. His dealings last year aggregated more than 33,000,000 feet, and the transactions amounted to more than half a million dollars.

His yards, bounded by slips Nos. 1 and 2 and the Erie Basin, cover between four and five acres and are intersected by Palmer slip. This gives him, in connection with the yard on the Tifft Farm, unexcelled receiving and storage facilities. The tracks of the New-York Central, Michigan Central, and Grand Trunk railways skirt the yards, and these roads carry immense quantities of lumber, shingles, lath, cedar fence-posts, and building material generally to the markets East and North.

Mr. Hazard is a prominent member of the Buffalo Merchants' Exchange, is also a member of the German Young Men's Association, and ranks with the solid business men of the city. Associated with him as general manager is Mr. D. Y. Leslie, who is known as one of the best-posted and most reliable men connected with the lumber business in this city. Those who deal with Mr. C. P. Hazard, either in person or by correspondence, are taking no chances.

ON A BIG SCALE.

Greatest Hemlock Lumber Producers in the Country.

PROBABLY very few people who read the modest sign of the United Lumber Company in the Coal and Iron Exchange Building know that it handles a larger amount of hemlock lumber than any other concern in the world. The company represents the production of about 150,000,000 feet a year. Its field of operations is in Northern Pennsylvania.

The United Lumber Company (limited) controls the output of the following firms: F. H. & C. W. Goodyear; the Allegany Lumber Company, of which Mr. S. S. Bullis is president; Mr. G. D. Briggs, and Mr. J. J. Newman. Mr. F. H. Goodyear is President of the concern, and Mr. Newman is secretary and treasurer.

The company, which has its main office in Buffalo, was organized in 1884, and since then its lumber, rough and dressed, has been sold throughout New-York, New England, Pennsylvania, New Jersey, and Ohio. Some idea of the magnitude of the company's operations may be had from the fact that it owns 25 saw-mills, one of them being the largest mill for the manufacture of hemlock in the country, and it owns and operates about 75 miles of railroad in Pennsylvania. With such facilities, all classes of orders are taken, the lumber being manufactured afterward and shipped in car-lots.

The company owns about 130,000 acres of land, mostly covered by hemlock forests, and in these the saw-mills are distributed. The Goodyear Mills are at Austin, Pa., on the Sinnemahoning Valley Railroad, which the Goodyears own, and at Shipping and Keating Summit, Pa., on the W. N. Y. & P. The Allegany Lumber Company run mills along the Allegany & Kinzua road, which they own, and on the W. N. Y. & P. at Bullis's Mills, on the Bradford, Bordell & Kinzua at Smethport, and on the Erie and W. N. Y. & P. at Carrolton. The G. D. Briggs mills are at Liberty and Alden, Pa., and at Keating Summit on the W. N. Y. & P. Mr. Newman's mills are situated at Larrabee on the W. N. Y. & P., and at Smethport on the Clearmont branch of the W. N. Y. & P. This list of locations shows the vast territory covered by the United Lumber Company.

The company make a specialty of hemlock bark as well as lumber. During the season, from 2,000 to 3,000 hands are employed in peeling the bark and shipping it to various parts of the country. All the year round about 3,000 people are employed by the company and engaged in the various branches of lumber manufacture. Thus it will be seen that at some seasons of the year from 5,000 to 6,000 people are at work for this great concern.

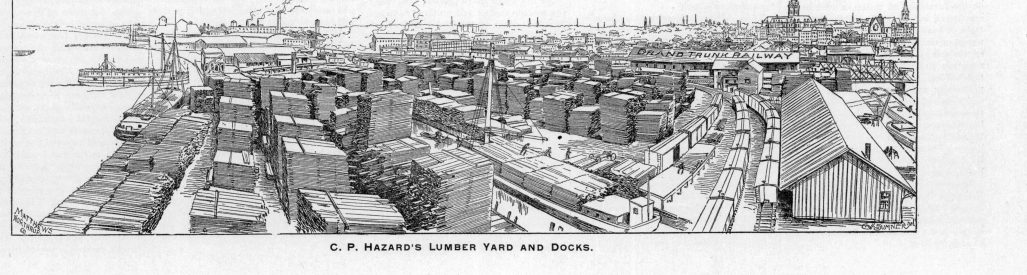
All the mills of the company are experienced lumbermen, who have established a reputation for square dealing. The gross receipts for the output of this concern are necessarily very large, and they are constantly increasing.

A PROSPEROUS NEIGHBOR.

The port of Tonawanda received in 1887 501,000,000 feet of lumber by water, and 31,000,000 feet by rail; aggregate, 532,000,000 feet. Many of the largest Tonawanda lumber operators are residents of Buffalo.

BUFFALO BUILDING STATISTICS 1887.

Number of buildings within the city limits: Iron, 74; stone, 101; brick, 7,949; wood, 27,004; total, 35,122. Occupied by owners, 21,115; by tenants, 14,488.



C. P. HAZARD'S LUMBER YARD AND DOCKS.

HARD WOODS.

A Firm which Carries a Large and Standard Stock of Them.

THE house of Taylor & Crate was established by F. W. Taylor and James Crate, in the year 1864, at No. 269 Elk Street, and it has since done an extensive business in hard-wood lumber, with its branches and ramifications extending to various parts of the country, giving employment to a large number of men, and exchanging the product of the mills of one part of the country in the markets of another.

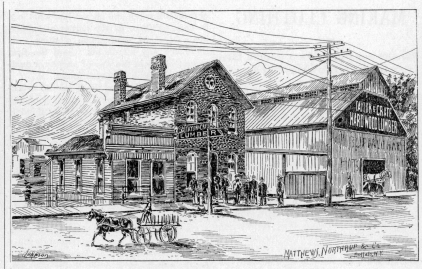
Recognizing the importance and central location of Buffalo as a depot to receive, sort, and store the various kinds of hard wood from different sections, with its facilities for transportation by rail and water, and also its advantages as a distributing point, they have aimed to establish here a yard where customers can find any kind of hard-wood lumber, of any thickness desired, dry and in condition for immediate shipment and use.

A visit to their extensive yards and sheds will show that they have succeeded in their undertaking, and by attention to business, correct representation, and standard inspection of the goods by experienced men long in their service, they have built up a business in Buffalo second to none in the country.

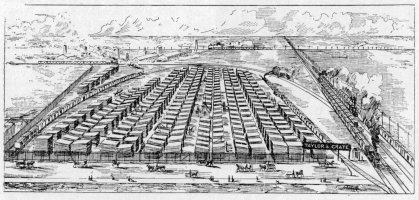
At different points in the South, the West, and Pennsylvania this firm control six large saw-mills, and at other points agents are located, buying the products of other mills and carrying at these points large stocks which go to replenish the stock at Buffalo, and also from these points the lumber is shipped direct to customers in all parts of the country.

This branch of the business especially is steadily increasing. The Central Office, Docks, and Retail Yard are still located at No. 269 Elk Street. To this office all correspondence should be addressed, and the firm are always pleased to have their customers call at the office when in the city.

The retail yard for town trade covers



TAYLOR & CRATE'S OFFICE.



TAYLOR & CRATE'S YARD.

quite a territory and here may be found a large stock to select from.

The Storage and Shipping Yard is located at the junction of Elk Street and the B. C. Railroad, and covers some 13 acres. Here they have connection with every railroad entering the city. They have two switch tracks in the yard, with capacity for some 40 cars.

The stock consists of 8,000,000 to 10,000,000 feet of all the various kinds and qualities of hard woods, from all parts—even far-off California, Central America, and Cuba.

A glance at the two cuts accompanying this article will give a faint idea of the space required for the handling of this immense business. When the number of different woods and the various sizes and varieties of each required are taken into account it will be seen that such a stock is indeed a necessity for a firm standing in the front rank, though the brains, energy, and capital required to keep such a stock together are rare.

In all these branches of business Taylor & Crate are representative. As such they invite correspondence, and offer extensive stocks, standard grades, promptness in filling orders, and favorable prices to all who wish to buy lumber in their line.

BIGGEST OF ITS KIND.

The Buffalo Hard-wood Lumber-yard of G. Elias & Bro.

WALK around it twice, keeping on the opposite side of the boundary street, and you have walked a mile. A surprising statement this when made concerning a lumber-yard in the heart of a great city where land is worth $200 per front foot, but a statement literally true when applied to the great Hard-wood Lumber-yard of G. Elias & Bro., bounded by Michigan, Exchange, Chicago, and Carroll streets.

The splendid West Shore station which was to be the largest and finest structure in Buffalo proved only a magnificent dream, but the great West Shore lot 225x1000, secured at enormous cost, is now the site of the largest hard-wood lumber-yard within the limits of any city in the world. "No great loss without some small gain," says the old adage, and sometimes the gain and the loss about balance. Certainly it is better to have a flourishing industry in the right place, adding its quota to the prosperity of the city, than to see a palace depot languishing in a region better adapted to freight handling than to passenger traffic.

The firm of G. Elias & Bro. is composed of G. and A. J. Elias, both enterprising American-born young men, the former a native of this State and the latter a Californian by birth, who are fully in accord with the progressive spirit of the age.

The business dates back to 1880, when the original yards and docks of the firm were located on Ganson Street. At this time there were but two hard-wood lumber yards in the city, but the success of the new comers stimulated others to go into business, and the number has now increased to six.

Somewhat over a year ago, requiring increased facilities and desirous of avoiding the grade-crossings by locating on the north side of the tracks, G. Elias & Bro. secured from the West Shore Railroad Company a long lease of the two blocks which had been cleared of buildings to make way for the projected depot, and at once began to grade and enclose the grounds for the purpose of their business. The original idea was to use only the eastern portion for yard purposes, reserving the western half for a circus lot, but under the pressure of the phenomenal growth of the business the compact piles of oak, maple, ash, chestnut, walnut, and other hard woods have multiplied, and the planked driveways have been extended 100 feet at a time, until now it is evident that before snowfall the yard proper will reach the extreme western boundary. The firm handle hard woods, hemlock, and pine, making a specialty of bill stuff. They operate 14 large saw-mills in Pennsylvania, the product of which is mostly shipped to buyers direct. The purpose of the yard is to facilitate the filling and shipment of mixed lots.

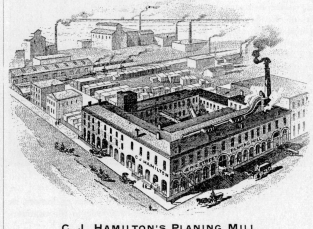
A tour through the yard under the guidance of either member of the firm is a walk full of interest. Starting from the neat office building at the corner of Exchange and Chicago streets, where a dozen bookkeepers are busy with the records of the vast business, the visitor passes down either one of two plank driveways, with cross sections, flanked on either side by tall, compact piles of lumber, all classified, plainly marked, ready for shipment via any one of the railroads having terminal facilities close at hand at an hour's notice.

Fifty muscular men and ten teams are constantly busy here making up and transporting to the cars the mixed orders which come in by every mail and over the wires from Liverpool and Glasgow on the East to California on the West. Built along the south side are extensive sheds in which are piled the seasoned stuff which is best preserved for use by being kept under shelter. From end to end the most perfect order and regularity are observable, telling of the perfect system which enables the firm to conduct its great volume of transactions with such dispatch and freedom from confusion. How many million feet of lumber this yard will contain when it has reached the western limit of expansion, and the aggregate value thereof, must be left to those who are familiar with such things.

The Messrs. Elias are members of the Buffalo Business Men's Association, the Merchants' Exchange, and other commercial bodies, and take an active interest in every project designed to enhance the prosperity and greatness of this city. As employers of labor they have always paid good wages and have never been annoyed with strikes and other manifestations of the antagonism of employees. Their business has been built up without the aid of any pool or combination, simply by tireless industry, care and dispatch in the filling of orders, and an unceasing effort to extend their business into new fields.

C. J. HAMILTON'S PLANING MILL.

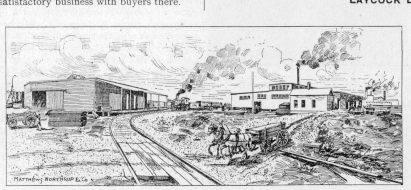
Herewith is a cut showing the extensive Planing-mill and wholesale Sash, Door, and Blind manufactory, C. J. Hamilton, proprietor, who is one of our most successful and energetic business men. The manufactory is situated on the corner of Erie and Terrace streets, occupying a building of three stories and basement, 150 x 125 feet, located in the business centre of the city, in close communication with the lumber trade. This mill was established by C. J. Hamilton in 1871, and was refitted throughout in 1887. Two automatic Buckeye engines of 100 horse power each have been added, with a large line of the latest improved machinery, especially adapted for the wholesale manufacture of sash, doors, and blinds for the Eastern market, also for export. The capacious dry kilns are of the best and are unsurpassed by any in the State. This mill has a capacity for manufacturing 250 stock doors per day, and makes a specialty of hard-wood veneered doors and other interior finish of all descriptions for dwellings, churches, etc.



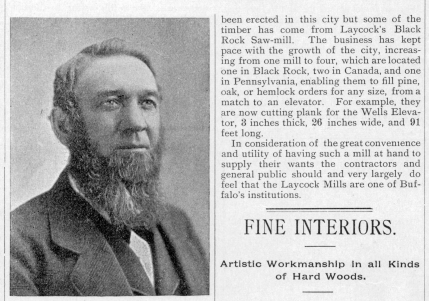
C. J. HAMILTON'S PLANING MILL.

DeWITT & PLAYTER.

This active lumber firm have recently secured a plat of six acres on Child Street near the Hamburg turnpike. On this they have erected a planing-mill 120x100 feet and have equipped it with the latest and most improved machinery. Expense has not been spared to make this a perfect mill in all respects, capable of turning out the best possible dressed lumber for their customers. This firm is in a position to fill orders of any size, both for rough and dressed lumber and box-shooks. Their telephone is No. 551 and parties coming to Buffalo can by this means communicate with them. A thorough knowledge of Eastern market requirements, gained by practical experience, enables them to do a satisfactory business with buyers there.



DE WITT & PLAYTER.



WILLET B. HAZARD.

One of the most active men in the local lumber market during the past 18 years has been Mr. W. B. Hazard.

Mr. Hazard is a Canadian by nativity, having come into mortal existence in Prince Edward County, Ontario, on the Bay of Quinte. For many years he followed farming, but in 1870, deeming the American lumber market a more promising field of endeavor than Canadian agriculture, he removed with his family to Buffalo. After carrying on business alone for three years he formed a co-partnership with his brother under the firm-name of C. P. Hazard & Bro. This firm conducted a large and successful yard on River Street until 1882, when the partnership was dissolved. For the next three years Mr. Hazard continued business at the Ganson-street yard, on "the Island," now occupied by Noyes & Sawyer, but was finally obliged by ill-health to retire temporarily. During the winter of 1885-6, having recovered, he formed a partnership with Mr. Fred. Arend, and built the large planing mill on Massachusetts Street which was destroyed by fire about a year ago, less than a month after it had been sold to Clark, Kunz & Co.

Mr. Hazard next opened an office in the Exchange Building, No. 202 Main Street, where he is now doing an extensive business in pine and hardwood lumber.

A man of quiet ways and domestic tastes, he passes the intervals of his business at his pleasant home at No. 500 Porter Avenue, in the companionship of his wife and four daughters.

LAYCOCK LUMBER CO.

Sawers of Lumber and Plank to any Length.

IN 1867 the Laycock Bros. erected a saw-mill on Scajaquada Creek, to supply the demand for long timber. At that time the largest part of the saw logs came from Big Creek, Canada, supplying the mills here and at Tonawanda; but 1874 finished the lumbering in that section, and now it is only possible to get supplied from the back pine regions of Michigan and Wisconsin, whence most of the long timber is carried by rail to to the lakes, instead of rafting down the streams. For the past 20 years hardly a large or important building has been erected in this city but some of the timber has come from Laycock's Black Rock Saw-mill. The business has kept pace with the growth of the city, increasing from one mill to four, which are located one in Black Rock, two in Canada, and one in Pennsylvania, enabling them to fill pine, oak, or hemlock orders for any size, from a match to an elevator. For example, they are now cutting plank for the Wells Elevator, 3 inches thick, 26 inches wide, and 91 feet long.

In consideration of the great convenience and utility of having such a mill at hand to supply their wants the contractors and general public should and very largely do feel that the Laycock Mills are one of Buffalo's institutions.

LAYCOCK LUMBER CO.

FINE INTERIORS.

Artistic Workmanship in all Kinds of Hard Woods.

THE house of Metz & Meyer stands among the old, reliable, and time-tried establishments of the city. It was founded in 1836 by Hersee & Timmerman, starting in humble quarters with modest facilities. In 1870 the business passed into the possession of Weller, Brown & Mesmer, the superintendent of the mechanical department being Henry Meyer, whose reputation for the artistic production of all work executed is well and widely known. Upon the death of Jacob Weller in 1883 the concern passed into the hands of Metz & Meyer. Under their control no part of the well earned prestige of the establishment has been lost, but on the contrary there has been a steady increase.

The enterprising firm have been obliged to increase their facilities again and again to meet the continued demands of a growing business, and at present their plant consists of a five-story brick building, occupying an area 180 feet square, equipped throughout with the latest improved machinery, and giving employment to about 200 of the most skillful artisans. The specialty of the establishment is hardwood interiors for Masonic halls, churches, theatres, banks, and commercial offices. The frequent orders for mantles and fine furniture from special designs prove that their efforts in this direction are duly appreciated by those possessing a true artistic conception. Fine hardwood interiors for private residences have always been one of the strongholds of the firm, and their work in this line is greatly esteemed by the leading architects. The elegance of finish which is the chief characteristic of their productions is seldom equalled and never surpassed.

The contracts completed last year include Music Hall, Miller, Greiner & Co.'s store, and interiors for residences of F. C. M. Lautz, George R. Howard, C. W. Pardee, Chas. A. Sweet, and upwards of a half score of beautiful homes in New-York City. Work in progress includes an interior for the Levi Theatre, and also hard wood fittings for the new Hamlin building to be occupied by Barnes, Hengerer & Co., hard wood interior for residences of Isaac Benson at Coudersport, Penn. Mr. Joseph Metz looks after the finances of the establishment, and Mr. Henry Meyer is the general business manager, ably assisted by Mr. Louis M. Merhoff.

SPEEDY PROSPERITY.

This Is What Has Come to a New Tea and Coffee House.

AMONG the firms which have been lately established in Buffalo few have met with a more flattering success than A. D. Grant & Co. This firm is composed of Messrs. A. D. Grant and J. D. Masterson. They are wholesale dealers in teas, coffees, spices, molasses, syrups, canned goods, and grocers' sundries. The establishment is known as the Empire Coffee and Spice Mills, and a large amount of spice is ground here each week. The members of the firm came to Buffalo from Albany, where they had been engaged for a long time in the same business, and opened the present establishment on the first of July, 1887. From the day of opening they have done a large business, and during the year ended July 1st, 1888, they sold 2,000 packages of tea, to say nothing of proportionately large amounts of coffee and spices.

This large trade in tea has probably not been exceeded by any house in the city.

A. D. Grant & Co. are importers of teas and jobbers in coffees and spices, and a large portion of their stock of teas is brought into the country by them. The wholesale business is followed exclusively by the firm, and no retail trade is accepted. Both of the partners are men who have made the trade a special study and are masters of the business in every respect. Mr. Grant has been engaged in the tea trade for the last ten years, and Mr. Masterson has had an experience of over twenty years. This firm possesses facilities for the grinding of spices and the preparation of coffee second to none. The mills contain five runs of burr stones and are thoroughly fitted up with all the modern appliances and machinery known to the trade. The grinding of the spices is carried on in the most approved scientific manner, and the largest orders can be handled expeditiously and satisfactorily. The spice-grinding and coffee-roasting are under the immediate personal management of Mr. Masterson, and owing to his skill and experience and to the fact that only the best machinery is used, the work is done in the best possible manner. Daniel Brown, who has been in the tea and coffee business for the past 40 years, is also connected with the firm. There is probably no man in the trade to-day who knows more about it than does Mr. Brown.

The firm have also built up a large and prosperous business during the short period they have been in this city, and they believe there is nothing to prevent their becoming the foremost dealers in the trade in this vicinity.

HALF A MILLION.

Daily Product of America's Largest Bolt-and-Nut Factory.

THE largest bolt and nut manufactory in this country, and, with one exception, in the world, occupies the block bounded by Clinton, Eagle, Adams, and Watson streets, in this city. It is the property of Ralph H. Plumb, Orrin C. Burdict, and Albert J. Barnard, under the firm name of Plumb, Burdict & Barnard.

The factory was first established in Amsterdam, N. Y., by George E. Bell, and was moved to this city about 25 years ago. It was operated by its founder until 1869, when it passed into the hands of the present proprietors.

Up to the time Plumb, Burdict & Barnard took charge of the factory the daily output was from 10,000 to 15,000 bolts a day. Only one style, carriage-bolts, was made. The factory then consisted of a single brick building, 40 x 120, one story high. The present plant has a frontage of 96 feet on Clinton Street, running back 300 feet on Adams Street. The main building is two stories high in front and one story in the rear. An L, 85 x 130, extends to Watson Street on the east, and a three-story frame building about 100 feet long connects the two structures. About 400 hands are employed. The present concern manufactures almost every variety of bolt known to the hardware trade, and the output approximates half a million bolts a day—being more than are turned out by any other factory of this kind in the world save one in Birmingham, England.

The goods manufactured by Plumb, Burdict & Barnard are shipped to all parts of the American continent and extensively to the English colonies of Australia, New Zealand, and Tasmania. The bolts are manufactured entirely by machinery, and the machinery itself is made by the firm at a branch manufactory in Providence, R. I., where about 70 men are constantly employed. The machinery is of the latest improved pattern, and is shipped all over the world. Plumb, Burdict & Barnard have had contracts to equip the railways and navy-yards of several European Governments.

Visitors to the International Fair may see on exhibition diagonally across the way from THE EXPRESS Exhibit one of this firm's improved forging machines, running in mock operation. It is to be regretted that it was not possible to actually manufacture bolts on the machine, but as this would have necessitated the use of fire in the Exposition Building for forge purposes, it was deemed advisable not to enhance the risk to other property.

When it is remembered that for each bolt manufactured a corresponding nut has to be made, the magnitude of a day's work may be appreciated. To make a half million bolts a day it is necessary that a million pieces be forged and handled. Only by machinery would it be possible for even as large a force of hands as is employed at this factory to turn out such a day's work.

The distribution of bolts throughout the New World and part of the Old bespeaks louder than words of praise the merit of the work done. The development of the business, as evinced by the enlargement of the plant, the number of hands employed, and the improved appliances used, is contributory evidence of the enterprise of the manufacturers. By their enterprise, and the distribution of their wares, the name of Buffalo has been carried to distant lands as a manufacturing center of no mean importance.

BURIAL CASKETS.

A New and Already Prosperous Buffalo Manufacture.

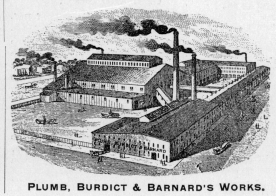
THE Central Manufacturing Company, of whose works we publish an illustration, is a remarkable instance of the pluck, energy, and enterprise of Buffalo citizens.

The Central Manufacturing Company is, we believe, the only, or at any rate nearly the only, Burial Case Manufactory which has worked full time all through the present year. What is the reason of this? Its officers saw that there was an opening for a house that would produce first-class work and allow nothing that was poor (even though it might be cheap) to pass out of its doors.

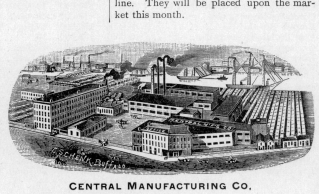
First-class work in casket manufacture is a great deal harder to produce than appears at sight. It requires the utmost discrimination and taste in the purchase of material, and the most perfect attention to every detail of manufacture from the beginning of the casket to its delivery to the undertaker, and in order to fulfill the requirements it is necessary to carry a stock of at least *3,000 Caskets* in various stages of manufacture. But few firms have either the capacity or the inclination to obtain the result required, and as a consequence the Central Manufacturing Company, within a few months of its starting, stepped easily into the first rank of manufacturers.

The shell of most cloth-covered caskets is made of wood of various kinds. In the yard of the Central Manufacturing Company will be found some millions of feet of suitable lumber, the object being to get at least two years' supply ahead so that the lumber should be perfectly air-dried before being kiln-dried. This prevents any change of shape in the shell. We think it hardly worth while to describe the process of making the shell, but it may suffice to say that the Central Manufacturing Company use many special devices of their own to cheapen and improve their manufacture. The shell being made, it passes to the cloth rooms, where the peculiar skill which has raised the company so rapidly to its present position is obvious. Here the finest imported cloths, satins, plushes, and velvets are being used. It may be interesting to state that the company import the whole of their cloths, stating as their reason that although they have to pay these goods bearing to from 80 to 100 per cent., they can still buy cloth at from 10 to 30 per cent. cheaper than from domestic manufacturers. As to plushes, the great English firm that is about to establish a factory in our own city may be able to supply them, so that shortly the company hope to buy these goods here.

The company have a very beautiful exhibit in the East Gallery of the Fair Building (No. 67) and we would strongly urge our readers to give it more than a passing glance. The exquisite softness of the plushes, the graceful taste of the designs, and the skill of decorative arrangement is apparent even to the most casual. Note the carved casket, covered with cloth; this is a novelty which with characteristic foresight the company have secured the control of, and is destined to revolutionize the casket business in America. The possibilities of designs in these new goods are limitless. The one exhibited is the first that has been made, and is sure to attract attention. It combines simplicity with richness, and gives scope for decorative ideas to which hitherto it has been impossible to give effect. Buffalo is to be congratulated upon having so enterprising a company in its midst. Heretofore the manufactures of the city have not called into play the artistic powers of our people; the Central Manufacturing Company have shown that these powers exist, and it is our fault if we do not afford them opportunities for development.



PLUMB, BURDICT & BARNARD'S WORKS.



CENTRAL MANUFACTURING CO.

FOR ALL TIME.

The Enduring Work and Material Furnished by a Local Firm.

A FIRM whose history is carved on the cut stones in the buildings and written upon the enduring sidewalks which line the streets of Buffalo is that of Brady & Maltby, the well-known contractors and dealers in Albion and Medina sandstone. No firm has been more active during the past decade in furnishing materials for the structures which are architectural ornaments to the city. The present firm is the lineal descendant of Rathbun & Whitmore, who established a stoneyard here nearly half a century ago. Upon the retirement of Mr. Rathbun nine years ago the business passed into the hands of the present owners. Previously Mr. Gilbert Brady had been connected with the Rochester yard of Rathbun & Co., while Mr. George W. Maltby acted as superintendent of the work in the Flower-city branch of the enterprise.

The yard of Brady & Maltby at the corner of Maryland and Fourth streets is about an acre in area, and contains a full equipment of all the apparatus pertaining to the rapid handling and dressing of building stone, sidewalk flags, curbing, etc. The yard is admirably located for the receipt of the undressed stone from the quarries and its subsequent shipment, the frontage on the canal being over 200 feet, while the railway facilities are all that could be desired.

Mr. Brady is the owner and operator of a quarry at Albion, about 100 acres in extent, whence is derived most of the building stone which comes to Buffalo. The excellence of this stone for building and paving purposes is widely known, and large quantities of curbing, cross-walk flags, and paving blocks are shipped to Cleveland Toledo, Detroit, and many of the smaller Western cities as well as to Canada.

Among the prominent buildings now in course of erection or completed during the past year upon which Brady & Maltby have held contracts may be mentioned the new fire-proof hotel, for which they furnish one-half the cut stone; the entire stonework of the residences of William H. Gratwick, Charles W. Pardee, George H. Dunbar, and Henry W. Watson on Delaware Avenue, Charles Lautz on Linwood Avenue, Jos. Krumholz on Main Street, and P. H. Griffin on Summer Street; and the cut-stone for the Ramsey buildings on Exchange Street, James P. Creighton's building on Main Street, the R. D. Denton building on Main and Swan Streets, the new Richmond block on Pearl Street, and the Niagara Street car-barns of the Buffalo Street Railway Company. Among the leading structures which Brady & Maltby have supplied with platforms and walks may be enumerated the new *Courier* building the Bergtold, Roskoff, and Wepner buildings on Main Street, the Roffo and Grimm buildings on Seneca Street, W. H. Glenny & Co.'s building on Pearl Street, and John G. Seeger's block on Seneca Streeet. Among other noteworthy buildings which display the work of Brady & Maltby in their trimmings and sidewalks may be mentioned the Fitch Institute, the Exchange and White buildings on Main Street, the Merchants' Exchange, Music Hall, the Y.M.C.A. building, the *Commercial Advertiser* building, and the Exchange-street extension of the Washington Block. The Medina stone in the residences of Josiah Jewett and A. Langdon on North Street likewise came from their yard. From the same source were supplied the heavy cut-stone beds for the engines at the Thompson-Houston Electric-light Works, and the foundations for the heavy Gaskell pumping engines at the Buffalo City Water Works.

The number of men employed in the yard and quarries of the firm averages about 100 the year through, and the industry is generally regarded as one of the most thriving in the city.

A WORLD OF SWEETS.

Buffalo Taffy Enough to Supply the Whole Country.

THE leading candy manufacturers in the city are Sibley & Holmwood. These gentlemen, both of whom were practical confectioners, began business at No. 138 Seneca Street with 18 employees in 1873. It was a pushing, enterprising firm, and the concern soon had to be moved to 111 Seneca Street for more room. In 1880 a handsome building was put up at Seneca and Wells streets, and furnished with steam appliances and all the modern machinery for candy-making.

On the night of Dec. 8, 1886, at the busiest season of the year, and when orders for fully 100,000 pounds of candy were in hand, the building was burned to the ground in 60 minutes.

Sibley & Holmwood were not the men to be daunted by such a disaster, and within 48 hours they had bought the business of Barnes & Swift and were at work filling their orders.

In October of last year they moved into the six-story building which had risen from the ashes of the old one. They now have 35,000 square feet of working room and employ 175 people.

It will be seen that the growth of the firm's business has been steady and rapid. Enterprise and integrity have caused this growth.

This house now turns out more specialties than any other in the country. The members of the firm have often been asked why they didn't make a cough drop that had some real virtue, one that was made of something besides sugar, glucose, volatile oils, and powdered charcoal. One of their latest enterprises has been in this line, and they have finally perfected and have under preparation the Quick Relief Medicated Cough Drop, which good judges pronounce far superior to anything they have ever seen. The beauty of these cough drops is that they will actually stop a cough, which is something decidedly new in the cough-drop line. They will be placed upon the market this month.

BEER AND MALT.

A River of Beer Flowing Freely at all Seasons of the Year.

Long before the village of Buffalo developed into a city Gambrinus had been installed as one of her tutelar deities, and he has never been dethroned.

The first beer was brewed in Buffalo in 1830. The building in which the first of the "liquid bread" was made is still standing near the corner of St. Paul and Main streets and at present serves as a dwelling-house. Jacob F. Schanzlin was the pioneer brewer, and the thirst to which the products of his two-barrel kettle paid tribute has constantly developed since that time, until at the present day a half million barrels a year are required to quench it. The beer which Mr. Schanzlin made in the olden time soon found favor in the throats of his fellow townsmen, and it was not long before the fame of his product was echoed through the surrounding country. The weary traveler pushing his way over the bottomless road leading to Buffalo was only too glad to take his stirrup-cup of ale at "Four-Mile Creek," and it was not uncommon for a party of festive Buffalonians to go out through the forest to the brewery and there test the quality of the foaming beverage.

The increasing business of the brewery necessitated an enlargement and Mr. Schanzlin built a new brewery on Delaware Avenue. By this time the capacity of the kettles had increased from two to 15 barrels and still the demand was greater than the supply. It was now time for the establishment of rival firms. Jacob Roos first set up the typical iron kettle of the business at the foot of what is now Canal Street, and supplied his customers by wheeling the beer to them in a barrow. But his business soon outgrew the primitive barrow and the half-keg, and in 1840 he built the brewery now occupied by the Roos Brewing Company on Broadway.

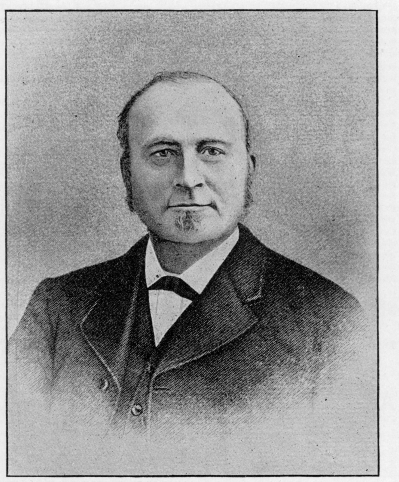
The history of the growth of the business of the other brewers is a counterpart of that of the two pioneers. All of them started with a kettle of limited capacity and all of them soon outgrew their original plant. The adoption of the plan of ripening beer by permanent refrigeration marked the beginning of a new era in the business, in which improved methods and machinery were to take the place of the crude appliances and processes formerly employed. The monster ice-house and the immense storage-cellar then became features of the brewery, and the business was thenceforth conducted in accordance with purely scientific methods.

The malting industry of the city is so closely allied to the brewing interest that it may be said to be incorporated with it. So many brewers are maltsters and so many maltsters are brewers that it is unnecessary to treat the subjects separately.

The majority of the breweries make their own malt, and consequently a large portion of the malt made here by maltsters who are not brewers is consumed elsewhere. Exclusive of the breweries, there are some 23 malting establishments in Buffalo. The capacity of these establishments range from 10,000 to 500,000 bushels per season. The present condition of the tariff is favorable to the development of the malting industry. It is well known that the No. 1 heavy Canadian barley is the best known for brewing uses. The tariff on a bushel of barley is but ten cents, while upon a bushel of malt it is twenty cents. Consequently malting is handsomely protected and actively stimulated. The history of the malting business is contemporaneous with that of brewing. The first malting, like the first brewing, was to supply the local demand. With the growth of one business came the development of the other. When the beer began to be shipped out of the city, an export demand for malt also sprang up. The same demand which caused the shipment of beer also created a demand for malt. The malting season lasts from the early part of September until the first of the following May, and is longer in Buffalo than elsewhere, because of the cool Springs—a great advantage to the local maltsters. While in the process of manufacture, the wet grain is watched night and day with all the solicitude imaginable. A variation of one degree of temperature beyond certain limits—the admission of too much or too little light—the improper spreading of the grain upon the floor—too slow or too rapid drying—any one of these contingencies means the partial if not entire destruction of the malt.

To one who has never gone through a brewery there can be no adequate realization of the magnitude of the operations which are being performed, nor of the scientific care and skill which are employed at every stage of the operation. From the moment when the barley is placed in the malt-vat until the matured liquid is taken from the ice-cellars nine months later, there must be an untiring care and supervision exercised over the process. An inspection of one of the large breweries of the city will show the visitor that this business, although but little known by the outside world, is really an enormous industry.

On your way through the brewery you will see piles of malt containing over 100,000 bushels; huge simmering vats in whose 35,000 gallon depths a dozen men could be drowned; mash-tubs in which the product of a 100-acre farm can be handled at one filling; malt-rooms containing more grain than a steam-thresher could separate from the straw in a week; dryers where the crop of a township is being prepared for storage; ice-houses containing a quarter of a million



GERHARD LANG.

tons of ice; store-houses where perpetual polar cold is maintained, and which contain beer enough to exhilarate a city—all these things, and many more equally wonderful, you will see, and then will have passed through but one of the 20 breweries of the city. In round numbers there are $4,300,000 invested in the brewing business in this city, and about 900 men are employed in the trade. The malting industry represents a capital of $3,000,000, and during the busy season employs about 400 men.

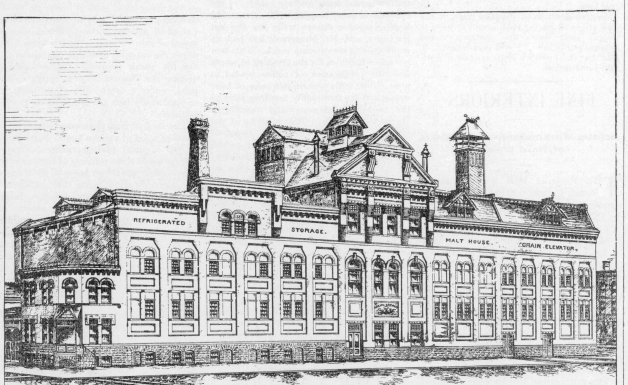
PHŒNIX BREWERY.

An Imposing Group of New Fire-proof Buildings.

AMONG the many building operations now being carried on in Buffalo, one of the largest, in point of ground covered and capital invested, is that of the Ziegele Brewing Company, herewith illustrated.

Immediately after the organization of the company, which occurred one year ago, a fire of considerable magnitude devastated the buildings standing in the rear of Main and Virginia streets. Hardly had the damage thus sustained been repaired, when a second fire entirely destroyed the balance of the property east of Washington Street.

In spite of this second loss, the company determined to forge its way to the front, and immediately took steps for the erection of new buildings and plant, which should be made fire-proof as far as possible, and be constructed in keeping with all the modern advances made in the brewing industry. With this view, the services of a specialist in brewery construction were engaged and building operations were at once begun.



PHŒNIX BREWERY, PROPERTY OF THE ZIEGELE BREWING CO.

The site of the new buildings, which very properly will be designated the "Phœnix Brewery," is the entire block bounded by Virginia, Washington, Burton, and Rochevot streets, having a frontage of 242 feet on Washington Street and a depth of 126 feet.

The office of the company is situated on the corner of Virginia and Washington streets, and is a neat two-story structure commanding a full view of the Shipping and Receiving Departments located in the rear.

Next to the office, and having a frontage of 80 feet, with the total depth of the property, is located the Refrigerated Storage building. This building is a four-storied structure in which the beer is fermented and aged. The entire building is thoroughly insulated, and by means of special machinery kept at a temperature near the freezing point all the year round. The vast casks and vats with which this building is filled are of such capacity that the object of the company, to place only thoroughly fermented and aged beer on the market, can be accomplished.

Adjoining the Refrigerated Storage, is the Brew-house, in process of construction. This building is to be entirely fire-proof, and has a frontage of 40 feet and a height of 90 feet above the curb. In this building one of the most modern and complete brewing plants is to be placed.

In the rear portion of the Brew-house will be located the Milling Department. This department contains all the machinery necessary for the reception and reduction of the grain used in brewing.

The entire operation of brewing is performed in successive stages in the Brew-house; the top floor having the hot-water tubs, meal-hoppers, and cooling apparatus; on the third floor stands the mash-tub with contained machinery and pipes; the copper kettle is a stage lower. The brewer prides himself upon the beauty and elegance of this part of the machinery, and no housewife would show a cooking utensil, or a fine specimen of china, with more pride than a brewer shows the magnificent proportions and splendor of polish on the kettles. The first floor holds the hop-jack, pumps, engine, and the large complicated refrigerating machines.

These refrigerating machines are of the De la Vergne make, and by the successive expansion and compression of anhydrous ammonia produce a refrigerating effect equivalent to the melting of 190 tons of ice each 24 hours.

On the opposite side of the court is located the Boiler-house, which is fitted with three 100-horse-power boilers.

As far as described, all the buildings, with the addition of a Bottling-house, are either completed or in process of erection. There still remain to be built a Storage-elevator of 80,000 bushels capacity, a Malt-house of 125,000 bushels capacity, and a Kiln or Drying-house for the same.

The entire group of buildings will extend from Virginia Street to Burton Alley, and make a solid and imposing effect. The capital invested in buildings and appurtenances will probably exceed a quarter of a million dollars.

Mr. J. Adam Lautz is the President of the company; Mr. Charles F. Bishop is the Vice-president; Mr. Albert Ziegele, Jr., is the Treasurer, and Mr. Jacob Dilcher the able Secretary and General Manager. Mr. Otto C. Wolf of Philadelphia is the Engineer and Architect, while the buildings so far have been constructed by Messrs. Hager & Feist, H. Schaefer's Sons, and H. Shoemaker, contractors.

GERHARD LANG.

Whenever the brewing interests of Buffalo are mentioned, Gerhard Lang is referred to as the leading brewer of the town. Mr. Lang began the manufacture of his celebrated beer in 1864. At that time he secured Born's brewery, at the corner of Genesee and Jefferson streets. Owing to the superior quality of his product, he soon developed a business which necessitated more commodious quarters. These were secured by the purchase of the block bounded by Jefferson, Best, Berlin, and Dodge streets, and the erection thereon of the requisite buildings.

From that time the business continued to grow, and to-day Lang's "Buffalo Lager" beer is shipped all over the country, and the out-of-town demand necessitates the maintenance of supply depots in all the principal cities on the Atlantic slope. At the present time the establishment employs a constant force of 100 men and has a yearly output of 120,000 barrels. The popularity of Gerhard Lang's beer is largely to be attributed to the purity of the materials used and to the unvarying care exercised in its manufacture. The malt is made at Mr. Lang's own malt-house and is the product of Canadian barley of the highest grade. The brewery is supplied with all the modern appliances which science has placed at the disposal of the manufacturer, and it is safe to say that there is no establishment in the country better equipped, or better supplied with facilities for a large production, than Mr. Lang's. The leading specialty is "Lang's Buffalo Lager" beer for home consumption and export. This beer has long been considered by good judges to be without a superior. It is interesting to learn that in a recent report of the chief chemist of the Agricultural Department of the United States, he asserted that of 28 samples of foreign and domestic beer analyzed by him, he found Gerhard Lang's beer to be highest on the list, and denominated it "a pure and healthy beverage." When the exhaustive nature of the test is considered, it will be seen that this is the very highest praise which could be given to any beverage. There certainly is abundant reason to boast of the beer made by Gerhard Lang.

CHRISTIAN WEYAND.

Mr. Weyand is the founder of the Weyand Brewery and the main factor in creating the immense business now done annually by his firm.

The Weyand Brewery was founded in 1866. The beginning was made with a small plant and proportionately small capital. From that time there has been a steady and rapid growth of the industry, and to-day the brewing establishment of Christian Weyand ranks among the first in the State. The design of Mr. Weyand at the outset was to furnish a drink which should contain no deleterious principles and which would become established in popular favor simply upon its own merits. How well he has succeeded the growth of the business attests. It has always been Mr. Weyand's intention to allow the excellence of his beer to be its own advertisement. To those who know how essential advertising is to almost every business, the success of the Weyand beer must appear almost phenomenal. It is a beverage which its maker takes pride in asserting has never, since the establishment of his business, been in any way cheapened or deteriorated by the use of substitutes or adulterants. His beer is a pure extract of malt and hops. No other ingredients are used in its manufacture. It is claimed by the maker that when Weyand's beer is drunk moderately it will invigorate and tone up the system much more efficaciously than the majority of the widely-advertised tonics, whose only claim to excellence is the fact that the principal constituents of Weyand's beer are used in small amounts in their make-up.

The demand for Weyand's beer is not merely local. It is used wherever beer is a beverage. Thousands of barrels are shipped annually to other cities. The export demand is supplied by the bottling works of Weyand & Weigel.

The office of the brewery is at No. 789 Main Street, where all orders are received.

GOOD AUTHORITY.

The predictions in the Real Estate chapter of the Souvenir, that in the year 1900 Buffalo will hold 500,000 souls, and that every inch of land within the city boundaries will then be worth four times its present price, should have been credited to James Mooney, Esq. Mr. Mooney is one of our most sanguine boomers, and he deserves the credit of his sanguinary prophesies.

WOULD BENJAMIN WERE HERE.

If Dr. Franklin could visit the International Fair and see the Scott press reeling off *The Lightning Express* at the rate of six a second, he would be compelled to admit that it was something not dreamed of in his philosophy, great philosopher though he was.

MAKING CLOTHING.

Five Thousand Buffalo People Live by It—A Growing Trade.

MANY people will be surprised to learn that 5,000 men and women are engaged in making clothing in Buffalo, in addition to those employed by the merchant tailors, but such is the case.

There has been a marvelous growth in the clothing trade in the last 20 years. In fact, it is thought that the manufacturers of ready-made clothing have increased the quantity of goods turned out more than almost any other line of business. Buffalo has shared to the fullest extent in this growth—although there are still nine or ten cities in the United States which yearly turn out more ready-made clothes than we do, little Rochester being one of them. Syracuse and Utica also do an immense wholesale clothing business. Half of the ready-made clothing in the country is made in this State.

One cause of the growth of the ready-made-clothing trade is the fact that a man can get, at the present time, a suit of clothes just as well made, and one that may fit him about as well, at a wholesale clothier's as he can from a custom tailor.

Instead of the old three sizes, 36, 38, and 40, suits are now made in every conceivable size, to fit to a nicety men of every conceivable shape—short, stout, long, slim, straight, crooked.

A better grade of ready-made clothing is in the market, and the rising generation seems to be taking kindly to it. It costs about as much to make a garment now as it has at any time in the last 20 years, but better goods are being used. There has been a marked change in the trade in that respect. The manufacturers are now cutting up goods that cost $4 or $5 a yard. Of course the custom tailor won't outlive his usefulness, but he has been obliged to cut down the prices of his goods something like one-third to meet the prices of the wholesale manufacturers.

Thirty years ago there were not a dozen wholesale clothing manufacturers in the country; now there are about 1,000. Just after the War, Buffalo could boast of two—Warner's and Altman's, each with a very limited trade. At present Buffalo turns out from $4,000,000 to $5,000,000 worth of ready-made garments every year. She has some 60 agents on the road, selling clothing all the way to the Pacific coast, and her growth in this industry shows no sign of letting up, nor will it so long as Buffalo keeps its reputation for making fine goods.

On delivery days, Pearl Street, between Seneca and the Terrace, where many of the clothing manufactories are located, is crowded with all sorts of carts and wagons, upon which are heaped piles of cloth ready cut into suitable shapes for trousers, coats, and vests. The smaller carts, or in some cases baby wagons, are wheeled home by boys and girls, and there the loads of garments are sewed and pressed. The women who take in this sewing in addition to their housework are usually given the cheaper sorts of clothes—trousers, vests, and light summer goods. Some families make $10 or $12 a week in this way.

The better class of work is taken by tailor bosses, who take the cut goods to their little shops by the wagon-load. The tailor boss employs one or two men and 15 or 20 women. The latter do all, or nearly all, of the sewing, while the men attend to the pressing and shaping. The cloth is sponged, the button-holes are sewed, and even the button-covers are put on over wooden moulds, by machinery.

The Sisters of the Good Shepherd take a large amount of work to their hospital, turning out sometimes as many as 200 overcoats a week. Some work used to be done at the penitentiary, but the new prison labor law spoils that custom. With scarcely an exception, the people employed in sewing clothing are Germans or Poles. They are thrifty people, most of them owning their own shops and houses, and having a little bank account too. No more hand-sewing is done. All the women own sewing machines.

The principal manufacturers of ready-made clothing in Buffalo are: Desbecker, Weill & Co., L. Marcus & Son, Cohn & Co., Altman & Co., Warner Bros. & Co., Warner, Jellinek & Warner, Brock, Weiner & Geismer, Henry Haenlein, and M. Wile & Co.

DESBECKER, WEILL & CO.

The firm of Desbecker, Weill & Co. have the reputation of being enterprising and pushing manufacturers of Ready-made Clothing. Samuel Desbecker, the senior member of the firm, began the business some 25 years ago, at No. 214 Main Street, in a little building on the present site of the Bank of Buffalo. The business at that time was carried on under the name of Desbecker & Block, and was then both wholesale and retail in its character. Some ten years ago the present firm of Desbecker, Weill & Co. was formed. The partnership at the present time is composed of Samuel Desbecker, Louis Weill, Benjamin Desbecker, Alphonse Weill, Nathan Desbecker, and Joseph Desbecker. The business of the firm is now exclusively wholesale. Their place of business is at No. 41 Pearl Street, a large seven-story building, 150 feet deep, and in every way adapted for the manufacture of large quantities of clothing.

The establishment of Desbecker, Weill & Co. is in every respect perfectly equipped and carefully arranged. Entering the store from Pearl Street, the first thing the visitor notices is the finely appointed office on the right. It is divided into private and general offices, and finished in oiled hard woods. The first floor, aside from the part taken up by the offices, is devoted to the handling of freight and the shipment of orders.

Descending to the basement, where the machinery of the building is located, the first object which attracts attention is the new Otto gas-engine, which runs the elevator and all of the apparatus used in the establishment. Natural gas is used to generate the power. There are two boilers—a large one for winter use and a smaller one for summer.

On taking the elevator, which is provided with a patent appliance for opening and shutting the doors of the shaft on the successive floors, you are quickly carried to the second floor, where the cutting and sample rooms are located.

In the Cutting Room from twelve to fifteen cutters are constantly at work putting the cloth in shape for the sewing-women, of whom there are some 1,500 employed by the firm.

The Sample Room contains specimens of every conceivable style of goods, from the low-grade cloth of which "dollar pants" are made to the finest imported goods known in the trade. It is here that intending purchasers are taken and shown just what can be done for them in the matter of supplying a stock of ready-made clothing. If there are any merchants whom the firm cannot satisfy in the way of variety or quality, they have not yet been found.

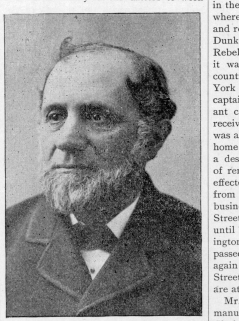
On the third floor there are no workrooms. Here is where a portion of the stock is kept, and to the ordinary mind it seems impossible that such an array of clothing can be sold within the next ten years, but you are informed that here is but a small fraction of the stock on hand, and that all of it will be gone within the next three months.

The fourth floor is filled with every style of boys' and children's clothing known to the trade.

On the fifth floor are found overcoats without number. By going there in August you discover that clothing men must provide for the seasons several months in advance.

The top story is not used for stock alone. There are several machines here for the handling of cloth which are great noveities to the uninitiated. The "Examiner" is a machine which for certainty in results can discount any civil-service board in the country and then come out ahead. The rolls of cloth are all passed through this machine, and the mechanism registers every yard and every fraction which passes through. A man sits at the reel where the cloth is re-wound, and every defective piece or portion is at once detected.

One would naturally suppose that the cloth is now ready for the cutters to work up; not so—the big rolls are next taken to the "Sponger," a machine which saturates the goods with water by a steam process, and thus allows the fabric 15 do its shrinking before being made up.

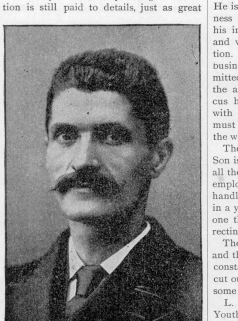


SAMUEL DESBECKER.

The cloth after drying is ready for use and is transported to the second floor, where it is turned over to the cutters.

On the top floor is also a storage-room, where the goods ordered by the firm's customers, and which have been packed in boxes, are awaiting shipment. The boxes are big, square structures, and frequently hold enough to clothe the inhabitants of a township. Many of these boxes awaiting shipment contain from $1,800 to $2,000 worth of goods, and $35,000 is not an uncommon value to be placed upon one shipment.

So much for the details of the business. The growth of the firm's trade has been constant and steady. From the day when the senior member first opened a store until the present time, there has been an augmentation of the business which could have came only from fair dealing and strict attention to correct commercial principles. From being confined to the local trade, the business has spread over all the adjacent States to the South and West, and now the firm numbers regular customers in Pennsylvania, Michigan, Illinois, Iowa, Kansas, Ohio, Missouri, and many other States. This house is now widely known, but just as great attention is still paid to details, just as great



LEWIS WEILL.

effort is still made to please customers, as in the days when the struggle for commercial position was in progress.

One of the branches of the trade of which the firm makes a particular feature is the fitting of customers by means of special measurements sent to them by the retailers. While not in any sense doing a custom business, it has been found necessary, in order to afford perfect satisfaction to their patrons at a distance, to introduce this special feature. A chart, with full details for measurements, is sent, with samples of goods, to the retailers, and the clothing is made up from the directions sent in. This is a feature adopted by very few dealers, and is deservedly popular with all the customers of Desbecker, Weill & Co.

THE EXTREMES.

The Scott press and the Ramage press in THE EXPRESS exhibit at the International Fair represent the two extremes in printing. The Scott is the very latest triumph of inventive genius, and without the expenditure of an ounce of muscular strength, by steam-power alone, it can turn out in an hour 20,000 copies of the eight-page *Lightning Express* printed on both sides, folded and trimmed. On the Ramage press, by hand-power alone, the muscular and expert young Benjamin Franklin could in the same time print on one side only 200 copies of the little four-page *New-England Courant*. In Franklin's time even the steam-engine had not been invented, let alone fast printing-machines.

LEOPOLD MARCUS.

L. MARCUS & SON.

The wholesale clothing firm of L. Marcus & Son, at No. 84 Pearl Street, was founded by Leopold Marcus, the senior partner. Mr. Marcus is a native of Germany, having been born in one of the states of the old Germanic Confederation, in 1831. Mr. Marcus learned his trade in the old country, where for several years prior to his emigration to America he was engaged in the dry-goods business. After his arrival in the United States he settled at Dunkirk, where he again entered into the dry-goods and retail clothing trade. He remained in Dunkirk until after the breaking out of the Rebellion, when he became convinced that it was his duty to fight for his adopted country. Mr. Marcus entered the 72d New-York Regiment, in which he was chosen a captain, and took part in the more important campaigns of the War. In 1863 he received a severe wound, from which he was a long time in recovering. Returning home on a leave of absence, he carried out a design conceived prior to his enlistment of removing to Buffalo. The removal was effected, and as soon as he was released from military duty he engaged in his old business. His first store was on Exchange Street, and he remained at that location until 1873, when he removed to the Washington Block. Another term of years was passed on Washington Street. In 1884 he again removed; this time to No. 84 Pearl Street, where the firm of L. Marcus & Son are at present doing business.

Mr. Leopold Marcus is a successful manufacturer and dealer in Ready-made Clothing. He has not, however, confined his business ventures to the clothing trade exclusively; he is a stockholder and director in the Third National Bank, and is connected with several well-known enterprises.

MARVIN M. MARCUS.

Marvin M. Marcus, the junior member of the firm, was bred to the business and is thoroughly conversant with its every detail. He was born at Dunkirk, about six months before his family removed to Buffalo, but is a Buffalonian in every sense of the word. He is now 27 years of age, and is the business manager of the firm. He received his instruction in the schools of Buffalo, and was given a thorough business education. Having learned the workings of the business during his minority, he was admitted into the firm shortly after reaching the age of 21. From that time Mr. Marcus has devoted himself to the business with an energy and perseverance which must place his firm in the foremost rank of the wholesale clothing trade of the country.

The store now occupied by L. Marcus & Son is a five-story building supplied with all the conveniences and appliances usually employed in the business. The stock handled and the amount of work done there in a year are great enough to convince any one that lively, pushing men must be directing the business.

The first floor is occupied by the Office and the Cutting-Room. Twelve cutters are constantly at work. The number of suits cut out in a single day is often greater than some firms handle in a month.

L. Marcus & Son deal exclusively in Youths', Boys', and Children's Clothing. Their business is largely in the Western States, and is constantly increasing.

On the second floor is stored one of the largest stocks of youths' clothing in the city. Suits of all sorts, sizes, materials, and prices are to be found here, and if the entire stock could be drawn upon there would be more than enough to supply all the Sunday-schools of a great city.

On the third floor is another immense stock, this time composed exclusively of boys' and children's suits. The fourth floor is filled with children's clothing.

The top floor is filled with bales of overcoats. There are overcoats to be worn in the bracing Dakota blizzards; overcoats for the mild winter of the Southern States; overcoats for the autumns of the North; in fact, garments for all regions, climates, and seasons.

The firm also have a warehouse on Franklin Street, where another immense stock is ready for shipment.

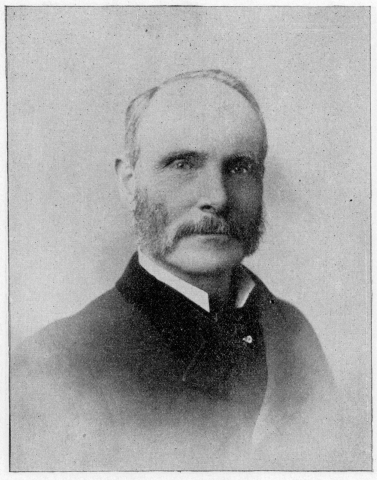
The trade of Marcus & Son, which is now of great magnitude, is largely in the West. Of course there is a local trade, one which to some firms would seem a large business in itself, but the larger part of the shipments are to Western points.

At the present time, although carrying a reduced stock, there is $175,000 worth of clothing on hand. When it is remembered that this stock will be all shipped to the retail buyers within three months, some idea of the magnitude of the business may be gained. There is certainly no firm in the clothing business in Buffalo to-day which has brighter prospects for the future than that of L. Marcus & Son.

For this "Extra Number" only, there is no politics in ours. We are "strictly business."

Table Showing Capacity in Barrels per Year, Actual Sales Now and Twenty Years Ago, and Other Statistics of the Brewing Business in Buffalo.

	Capacity.	Capital.	No. Men Employed.	Commenced Business in Present Name.	Barrels Sold 1869-1870.	Barrels Sold 1887-1888.
Buffalo Co-operative Brewing Co.	45,000	$300,000	30	April, 1880	2,220	28,750
Magnus Beck Brewing Co.	50,000	400,000	30	April, 1884	14,526	40,530
Broadway Brewing and Malting Co.	15,000	200,000	15	April, 1887	.....	12,350
Clinton Co-operative Brewing Co.	20,000	150,000	12	April, 1881	276	16,905
Columbia Brewing Co.	16,000	75,000	10	April, 1887	3,209	8,797
Empire Brewing Co.	10,000	150,000	15	Sept., 1885	5,926	11,400
East Buffalo Brewing Co.	15,000	200,000	15	.....	3,414	9,750
German-American Brewing Co.	20,000	150,000	20	Sept., 1885	6,362	23,565
International Brewing Co.	45,000	300,000	35	Sept., 1884	6,608	26,122
Kaltenbach Brewing Co.	40,000	250,000	25	Mar., 1887	10,860	21,150
J. F. Kuhn & Sons.	10,000	75,000	15	May, 1887	377	6,000
Gerhard Lang.	150,000	500,000	50	Jan., 1875	13,720	98,835
Lake View Brewing Co.	35,000	250,000	20	Dec., 1885	2,504	20,635
Moffat & Service (ales)	20,000	100,000	15	May, 1839	13,497	5,675
F. W. Phillipphar (ales)	2,000	10,000	5	Jan., 1882	.....	500
Roos Brewing Co.	50,000	350,000	25	June, 1887	8,165	20,750
George Rochevot	20,000	250,000	20	Jan., 1860	5,071	29,000
John Schuster	35,000	200,000	20	Jan., 1858	6,451	17,850
Christian Weyand	30,000	200,000	20	Jan., 1875	4,455	25,000
The Ziegele Brewing Co.	50,000	400,000	30	June, 1887	9,306	30,000
	678,000	$4,460,000	427		116,947	449,464



WILLIAM McRAE.

WILLIAM McRAE.

William McRae is a prominent citizen of Lockport, N. Y., but he is the sole proprietor of the Buffalo Cooperage Stock Works at the foot of Hamburg Street, in this city, and as such is properly classed among the foremost business-men of Buffalo.

A few years ago Mr. McRae bought nearly 1000 acres of timber land at Port Alma, Ont., about 50 miles from Detroit, on Lake Erie. Here he erected mills, docks, and dwelling-houses, and a hotel, and built a tramway into the woods. The timber is there prepared and shipped by boat to the cooperage works here, where it is converted into staves and patent coiled hoops. Mr. McRae employs a large force of men and boys and supplies an extensive trade. This is an important factor in Mr. McRae's business, but it is as a contractor that he figures most prominently.

He was born on the island of Cape Breton, of Scotch parents, January 1, 1827. He came to Niagara County, N. Y., when seventeen years of age, and received his education n the district schools of this State. He was early engaged in the business of public works, and has been interested in some of the largest contracts for the Government of Canada and some very notable ones in this country. Among the most extensive were those on the enlargement of the Erie Canal, the Wabash, St. Louis & Pacific R. R., and the enlargement of the Lachine Canal through the city of Montreal, including the building of the new St. Gabriel ship-locks. He was one of a syndicate having a contract of over $8,000,000 in British Columbia on the Canadian Pacific, and has done a large amount of work on the New York Central and D. L. & W. railroads in this State. He has lately been engaged in putting in the Holley system of water works in the cities of Fond du Lac and Wausau, Wisconsin, Batavia, N. Y., Emporia, Kas., Covington, Ky., and Dallas, Texas. At present the firm of McRae & Lally, the largest railroad-contracting firm in Michigan, of which he is the head, is building several hundred miles of road in that State. In all his contracting work, from the first, he has been uniformly successful. Mr. McRae has often refused to run for political office, both local and State, but has never hesitated to occupy positions of trust and importance when he could enhance the welfare of his city. He is at present vice-president of the Farmers and Mechanics Savings Bank and director in the Lockport Paper Co., the Lockport and Tonawanda R. R., the Lockport Electric Light Co., the Hydraulic Water Works Co., &c. He was for years a trustee of the city and member of the Board of Education, and Colonel of the 99th Reg. N. Y. S. N. G.

Mr. McRae was married in 1857 to the only daughter of Col. Charles Molyneux of Cambria, N. Y., who died Jan. 15, 1885. He has four daughters living.

Col. McRae has always been a Democrat in politics, though conservative. In every respect he is a good sample of "A self made man"

ON A NEW PLAN.

An Elevator Addition Which is Adapted to Modern Needs.

STROLLING along the wharf the other day, the writer noticed among the improvements increasing the commercial importance of this port for the rapid handling of grain the new addition to the Wilkeson Elevator, now about completed. This elevator is built upon a new plan, the invention of Mr. Robert Dunbar of this city, the veteran elevator architect and engineer, who has made application for letters patent upon his improvement. Mr. Dunbar has made the plans and furnished the machinery for seven eighths of our great grain store-houses.

All of the bins in this house are so arranged as to discharge their contents by gravity upon a single conveyor, which simplifies and cheapens the handling of grain to a marked degree. This house is arranged so as to do marine, car, boat, and wagon business, the marine leg being capable of unloading about 15,000 bushels per hour. This is weighed, stored, and cared for. All of the aforesaid work of unloading, and loading cars, boats, and wagons, can go on at the same time.

This addition equips the Wilkeson Elevator with two marine legs, so that two hatches of a vessel can be operated upon at once when the legs come opposite to them. The completion of the new "greyhound" freight carriers of the lake fleet, whose enormous carrying capacity has added so materially to this class of traffic, induced Mr. Wilkeson to be among the first to recognize the fact that the demand for rapid handling of grain must be met, and that the way to meet it was to create it, which he has done.

This places the Wilkeson Elevator in the front rank of our great grain houses, it now having a storage capacity of 430,000 bushels, and being a monument to the foresight and business sagacity of its owner.

It is Mr. Wilkeson's intention, we are told, to take down the old stone ware-house adjoining this new addition, and thus increase his storage capacity.

EDGE TOOLS.

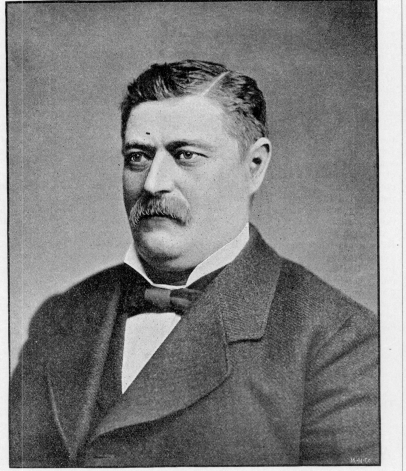
A Long-Established and Very Successful Industry.

BUFFALO possesses numerous points of advantage for the manufacture of specialties, and among the local industrial establishments are many whose field of operations covers the whole nation. One of the firms whose mail bears the postmarks of almost every town in the United States, as well as the strange stamps of foreign countries, is the long-established edge-tool works of L. & I. J. White, at Nos. 310, 312, and 314 Exchange Street.

Mr. Leonard White, the surviving partner of this widely-known firm, is the oldest practical edge-tool man in America. He was born in Tolland, Connecticut, Nov. 16, 1810. His family migrated to this State in 1819, settling in the town of Elba, Orleans County. When Mr. White was 16 years of age he went to Rochester to learn the trade of an edge-tool maker. For ten years he remained in the employ of D. R. Barton, at that time the only prominent edge-tool manufacturer in this country, and during a decade of hard work he mastered the business in all its details.

In 1836 the subject of this sketch, in company with his brother, Mr. I. J. White, established an edge-tool factory at Monroe, Michigan, where for some years they carried on a flourishing business. Becoming impressed, however, with the idea that Buffalo was a more advantageous point of distribution than the Michigan town, they decided finally to change their base of operations. Accordingly, in 1844, Mr. I. J. White came here and established a new plant, on the corner of Ohio and Indiana streets. Two years later he was rejoined by his brother, who had remained in Michigan to close up the business.

About 20 years ago the works of the firm were destroyed by fire, and being desirous of rebuilding on a larger scale, the Exchange-street property was secured and the present extensive works were erected. The main building, a three-story brick, is 60x104 feet, with an addition, 55x104, extending through to Carroll Street. The large structure contains on the first floor the office and the grinding and polishing departments, when the duly shaped and tempered tools receive their polish and cutting edges. On the second floor is the store-room, where the finished tools lie in drawers and cases, all classified and ready to start on their



JOHN IRLBACKER.

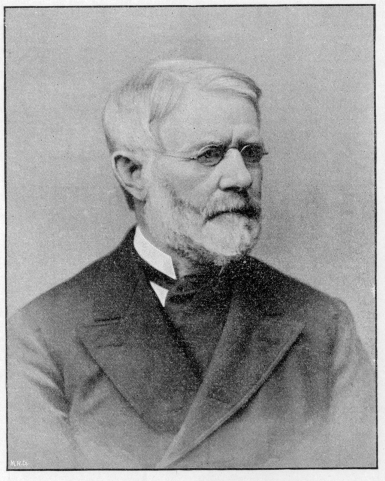
journey to Nova Scotia or San Francisco, at an hour's notice. Here too are the machine-shop, pattern-shop, and handling department. The third floor is used as a store-room for handle-stock, packing-boxes, etc.

The entire extension is used as a forge-shop, and here, by means of trip-hammers, drop-hammers, and powerful rolls, driven by a 130-horse-power engine, the metal red from the furnace fires is welded, hammered, and rolled into the shapes which give the first hint of the finished tool. Practical edge-tool men declare this to be the best-equipped tool-forge shop in this country.

The implements made by L. & I. J. White may be divided into four general classes. First and most important among these is their line of cooper's tools, of which, with perhaps a single exception, they are the most extensive makers in America. These include every imaginable implement pertaining to the cooper's trade. The firm likewise turns out a great many carpenters' tools, particularly chisels, draw-shaves, plane-irons, and ship-carpenters' tools. A third specialty of the house is a complete assortment of butchers' tools, embracing all the implements used in packing-houses and meat-markets. And, last but not least at the present time, the vast increase in the number of planing-mills and kindred industries requiring knives, the same including stave, hoop, and veneer knives, paper-cutting and leather-splitting, etc., has enlarged the demand to such proportions that the machine knife department is now one of the most important of the business.

In 1879 Mr. I. J. White died, but the well-known firm-name is still retained by his brother.

One of the most interesting exhibits at the International Fair will be a collection of White's fine edge-tools, arranged in a handsome case, showing how extensive an assortment they are producing.



LEONARD WHITE.

PRECIOUS THINGS.

A Modern Jewelry Stock and How Handsomely It Is Housed.

IT'S hard to resist the temptation to stop in front of the jewelry store of Edwards & Lee, and look in the window. If you will take the pains to notice, the next time you pass No. 300 Main Street, you will see a number of people who have succumbed to the temptation. One doesn't blame them. The store was completely refitted this spring, at the time the firm-name was changed from A. M. Edwards to Edwards & Lee. Mr. Edwards has been in the jewelry business in Buffalo for 18 or 14 years, and has a wide reputation as a watchmaker, having completed his education in that line abroad. Mr. Lee, the new member of the firm, was engaged in the manufacture of jewelry and importation of diamonds in New-York for 15 years.

The firm make a specialty of the celebrated Vacheron & Constantin Swiss watches, for which they are the sole agents in Buffalo. The handsome store is filled with the finer kinds of jewelry, silver novelties, cut-glass ware, costly walking-sticks, and silver-mounted leather goods — everything which the people in search of the "very best" in the jewelry line could want.

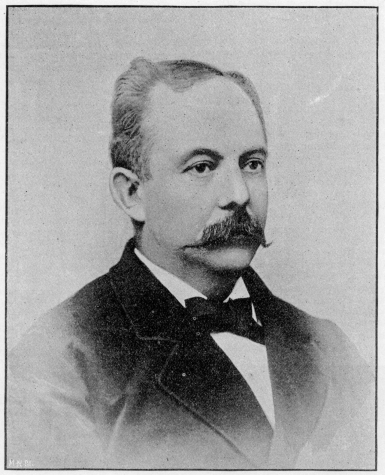
The store was enlarged this spring, and this firm. It deals in plumbers' tools and fixtures, gas and steam fitters' supplies of all kinds, and gas fixtures of the most approved qualities and styles. Some of the large contracts which the firm has had lately are the fitting up and plumbing of the new Richmond Hotel, the new Barnes, Hengerer & Co. building, the Howard, Forsyth, and Palmer residences, two of the large new public schools, and 90 or 40 other buildings, both public and private. The firm at the present time has over 140 men on its pay-roll, nearly all of whom are skilled workmen. The amount of work done each year reaches fully $500,000. At the present time there are contracts amounting to $280,000 in hand, and nothing but extreme caution in accepting only those contracts which could be carried out within the specified time has prevented the accumulation of orders aggregating twice that sum.

Mr. Irlbacker personally inspects a large portion of the work. It may well be believed that he is a very busy man, and that his business engrosses a large share of his time.

John Irlbacker is an example of the success which follows industry and thrift, and he well illustrates the possibilities of material advancement which the possession of these qualities affords.

JACOB DAVIS.

The success of the firm of Irlbacker & Davis is largely to be ascribed to the fact that both of its members are masters of the



JACOB DAVIS.

plumbing trade in its every detail. Jacob Davis is a mechanic who knows every part of the business, and in all respects is competent to take charge of any contract which he may undertake in his special line.

Mr. Davis was born in this city in 1837, and has since resided here, with the exception of four years spent in the South. He was educated at the public schools of the city, and at the expiration of his school life entered the service of Day & Simpson. In those days there was a strictly observed rule in force requiring workmen to serve an apprenticeship, and Mr. Davis accordingly signed with this firm. The intention of the young man was to learn the trade from the bottom up in its minutest particular, and he steadily adhered to this resolve after beginning his term. For four years Mr. Davis worked at the same place, and at the expiration of that time received from his employers a certificate of having served a full term of apprenticeship. This certificate Mr. Davis still preserves, and congratulates himself upon being one of the few men in the business in the city who possess similar papers. After finishing his term with Day & Simpson he left Buffalo and visited several Southern and Eastern cities in pursuance of his design of perfecting himself in his trade. He worked for some time in different cities, and when he returned after his term of self-instruction some four years had elapsed. Returning to Buffalo in 1861, he began business on his own account. He carried on the establishment alone for some six months, and then formed a co-partnership with John Irlbacker which continues in force at the present time.

The growth of the business since then has been steady and prosperous and there is no firm in Buffalo doing more work or filling larger contracts. Although the firm of Irlbacker & Davis deals in gas-fixtures and plumbers' tools and supplies, the members are interested in several other business enterprises. They are half owners of the brass foundry carried on under the name of Fries & Co., and also have a half interest in the Kast Copper and Sheet-iron Company, at No. 89, 91, and 93 Main Street.

The success of Mr. Davis has been the result of the adoption of correct business principles and of intelligent preparation for the practical application of his trade in his earlier years. The hard work he has done has been rewarded by a business success which is in direct proportion to,it, and which distinguishes him as one of the representative citizens of Buffalo.

Mr. Cook is a member of Bidwell-Wilkeson Post, G. A. R., the Merchants' Exchange, the City Club, the Acacia Club, the Buffalo Historical Society, the Buffalo Library, and some other public bodies.

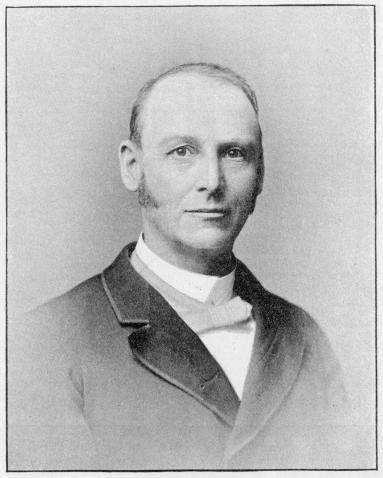
In 1869 Mr. Cook was married to Miss Mary E. Moffett, and four daughters have been born to them. The Buffalo home of the family is in Park Place, and they have a summer residence in one of the most beautiful retreats in Livingston County.

LAUNDRY SOAP.

Success of a New Company In Producing a Specialty.

THE stability of a city depends largely upon its long-established industries, but the expectation of continued growth in greatness rests chiefly on the new enterprises which display the signs of inherent strength.

The Dingman Soap Company is one of the younger soap manufacturing concerns of Buffalo, but in this case at least youth is associated with strength. Established only three years ago on Lloyd Street, the business quickly outgrew its original quarters, and 18 months later a new plant, with greatly enlarged facilities for manufacture and shipment, was opened at Nos. 2 and 4 Lock Street. The factory and warehouse occupy the three stories and basement of a large and substantial brick building, equipped throughout with the most modern



EDWARD L. COOK.

EDWARD L. COOK.

In the enumeration of those men who have been instrumental in building up the Buffalo of to-day, and who have borne a prominent part in making it the healthy and happy city which it is, the name of Mr. Edward L. Cook, the well-known plumber, deserves honorable mention.

Born in Buffalo in 1839, the entire life of Mr. Cook has been passed in this city. After securing the best education which the grammar schools and the Central School afforded, he taught a country school near Springville for a year, and then, while still a boy, became connected as book-keeper with the firm of Hardiker & Toye, plumbers, and with them he remained until the outbreak of the War. Responding to the call of his country, he joined the 100th New-York Regiment, with which he remained until the close of hostilities. Entering the regiment as a private, he was promoted from one official position to another, until at the close of the War he was made brevet Major and detailed from the regiment as acting assistant Adjutant General on the staff of General Dandy, the commander of the brigade.

After the surrender at Appomatox Mr. Cook returned to Buffalo, and a few days later secured a position with his old employer, Mr. Toye, the original firm having dissolved. Several years later, having served faithfully and well, he was admitted to partnership, the firm name becoming T. W. Toye & Company.

Ten years ago Mr. Cook started in business alone, under his own name, on West Eagle Street, and continued at this stand, with ever increasing patronage, until last spring, when he removed to the spacious store at Nos. 199 and 201 Pearl Street, and added a full line of artistic gas fixtures and hot-water-heating apparatus to his plumbing business. At the present time he employs about 40 men.

soap-making appliances. Here a large force of employees are kept constantly employed, often working over-time to keep up with the demand, skillfully converting the unattractive raw materials into squarely-cut cakes of wax-white laundry soap. The company likewise maintains a successful branch factory in Canada. The field of trade supplied by the Dingman Soap Company extends from Florida to Maine, and from New-England to California, the demand for their goods being greatest in New-York, Pennsylvania, Ohio, and Michigan. A large export trade has likewise been developed, and the trans-Atlantic shipments are increasing monthly.

The operations of the company at the home office are controlled chiefly by Mr. Joseph Campbell, managing director, and Mr. J. McBurney, the treasurer, both of whom are shrewd and sagacious business men, who are fully in accord with the spirit of the age.

So much for the company, and now a few words concerning their product. The Dingman Soap Company was organized for the purpose of manufacturing the largest bar of strictly pure laundry-soap which could be sold at a profit for five cents, and thus far there has been no departure from this singleness of purpose. The concentration of effort, thought, study, and experiment on a single brand has achieved much which would have been impossible in a more diversified industry, and the company now feel that the many personal commendations they have received, and the general expression of the great body of users wherever their product has been throughly introduced warrants them in putting forth the claim that they are making the largest, cheapest, and best bar of laundry-soap in the world. It can be used with either hard or soft water, with or without boiling, and if the simple directions accompanying each cake are duly followed the terrors of wash-day will be reduced one-half. The soap is particularly well adapted to the cleaning of lace curtains and the washing of fine flannels, where much rubbing must be avoided. It is warranted not to injure the finest fabric, and is guaranteed to be wholly free from resin and other common adulterations.

The bars of Dingman Soap are neatly encased in a waxed wrapper which is as good as a cake of laundry wax for polishing flat-irons to make them work smooth and clean upon linens. This is a minor matter in the eyes of inexperience, but practical housekeepers will appreciate this gratuitous convenience.

H. D. FOLINSBEE.

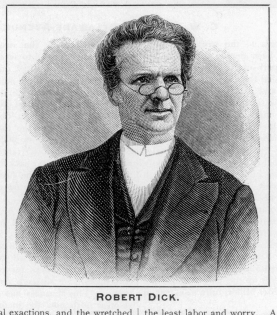
The rapid growth of Buffalo is the occasion of a large and active business in real estate. Large transfers are made daily, and an immense amount of money is represented in the annual sales. H. D. Folinsbee is one of the best known real-estate dealers in the city, and probably makes the largest individual and aggregate sales of any one engaged in the trade in this vicinity. Mr. Folinsbee formerly conducted the business in partnership with his brother, J. E. Folinsbee, but since the latter's death has carried it on alone.

Mr. Folinsbee's trade is of the best class. He will not handle doubtful property, and has made it a rule to negotiate only those sales which in the natural order of things should be mutually profitable to the seller and purchaser. His reputation among the property owners of the city is the best possible guarantee that honorable methods, and is amply sufficient to demonstrate that he is not only a successful dealer in real-estate, but is also a man who stands high in the estimation of those with whom he has transacted business.

DICK'S MAILER.

A Great Labor-Saver, Invaluable to Publishers and Others.

ANSWERS to questions often asked,—In connection with preaching and the publication of books, Mr. Dick, in 1854, commenced to publish his "*Gospel Tribune*," an inter-denominational Journal, the monthly editions of which soon increased to 8,000. Superintending everything and helping everywhere, necessity made him groan under the burden of the seemingly unavoidable blun-



ROBERT DICK.

ders, the mental exactions, and the wretched slowness of the mailing work; for these, he exclaimed, "there must be mechanical relief!" As search revealed none, he then said, "it must be created!" and almost instantly he formed the conception of "Web Reel," "Paste Fountain," "Pasting Belt," and "Label Cutting and Stamping Blades." But as there could be no lessening of his editing and publishing taxations, it took four years of his scraps of time to put his conceptions of his "Typographical Book-keeping and Mailing Machine" into patentable form; covering which, the inventions being wholly original, in 1858 invulnerable Letters Patent, with omnibus claims, were awarded him. In succession, seven Dick Mailers have appeared. But unlike other inventors, Mr. Dick issues his release "Rights," to cover 99 years and all his improvements; and so that every all time "Right" he issues, is made to expressly cover his latest mailer, should it appear even fifty years hence! Thus seen the 99 years assume a sensible aspect.

How the Mailer Grew.

From an idea in 1856, into seven machines in 31 years.

1st. Its Blade was vibrated by a knob worked by right hand.

2d. Its Blade was vibrated by a spring plate under the Mailer.

3d. Its Blade was vibrated by a two-sided, double-pivoted Motor-frame.

4th. Its Blade was vibrated by a Motor-arm with Blade-Pressure Rain-bow Spring.

5th. Its Blade was vibrated by a Motor-arm and the compressed Duplex Spring.

6th. Its Blade was vibrated by a Motor-arm, Aid, Spurr-spring and Spring-Lever.

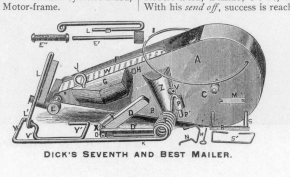
7th. By a Motor-arm, Front-fulcrum, Blade-lifter and Hinge-staple, all one wire. With Lever-eye Axis and Rear-fulcrum conjoined. Whereby the parts heretofore the weakest are now staunch as the strongest! The Hinge enables the Lever's-Axis ever to describe without strain, the same arc, with the Lever's-eye, it threads; making the vexatious mal-alignment of Axis and Eye impossible. It hence insures the most work, with the least labor and worry. A glance at the Cut shows why; there the whole is illustrated.

For Dick's 1887 Seventh Mailer and Best.

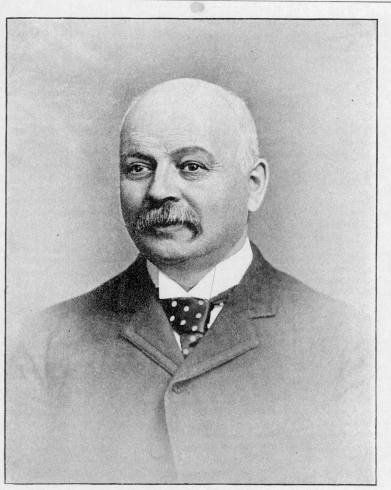
To work under "Rights" OWNED, sent, boxed and shipped, $10.25, because each all time Right owned covers every improvement. Address, REV. ROBERT DICK, Buffalo, N. Y.

From 1st July, 1877, a "Right" to *perpetually* use the DICK MAILERS for any three-year-old list of addresses, is one cent for every name in its last-year's weekly average — for the whole number at two years old — at less age for the attained number, and then, for the additional number attained at two years. Four months count one, and one daily counts six, etc.: thus, a perpetual Right for a ripe list of 999 weekly addresses is $9.99; 2,000, $20.00; 50,000, $500.00, equitably pro rata in every case. But as four sizes of any readable idle type suit my three-figure date labels, this new invention alone, in type, saves to publishers more than they pay me. Second-hand type is cheap. Lead to suit size. Send for "Guide."

Impossible with any other:— With a DICK MAILER one man has addressed three papers in one second, 182 in one minute, 7,334 in one hour, and 45,000 in one day. No Agents, but write to the Inventor, Rev. Robert Dick, Buffalo, N. Y., *unreservedly*. With his *send off*, success is reached at once.



DICK'S SEVENTH AND BEST MAILER.



CHARLES W. MILLER.

C. W. MILLER.

Perfection and Success of His Carriage Service.

ITS PUBLIC CONVENIENCE.

Its Extension to the Falls—Proposed Extensions Elsewhere.

To thousands of personal friends and acquaintances the face which appears in connection with this article will be familiar, while thousands more who know Mr. Charles W. Miller as one of the most successful carriage and baggage-express owners in the country, will be pleased to meet him face to face. He has built up a business which is of untold value to the traveling public and a standing credit to Buffalo, which owes its fair fame abroad in no small degree to the sight-seeing opportunities afforded to tourists by his splendid line of fine coaches and coupes. An army of commercial travelers have made use of his 'busses and baggage transportation facilities, a host of dramatic combinations have used his vans to transport their scenery, and ten thousand visitors to the world's greatest cataract have been deeply grateful to the man whose superb carriage system at the Falls has afforded them a refuge from the importunities and extortions of predatory hackmen. Ask any livery or baggage-transportation man in America where the business in which he is engaged has been brought to an ideal state of perfection, and he will point to Buffalo. Accordingly, although his field of operations is strictly local, Mr. Miller himself is somewhat of a national character.

If the entire stock and equipment of Mr. Miller's Buffalo and Niagara Falls stables were formed into a compact procession, the line would stretch away for over two miles; and if in answer to the vindictive prayers of the Niagara Falls hackmen who find their occupation gone the earth should open and swallow up the entire cavalcade, it would cost Mr. Miller fully $350,000 to replace it.

Mr. Miller was born January 19, 1837, in a house standing on Washington Street, next to the present site of the Coal and Iron Exchange, in the rear of which was located his father's stable. From his earliest years horses and vehicles have been closely associated with his career. Jacob S. Miller, his father, came to Buffalo in 1828, and was the oldest if not the first liveryman in Buffalo. Although death claimed him over thirty years ago, and the stage line which he developed has long since given place to the more convenient street railroads, the warm-hearted old gentleman is still well remembered by the older inhabitants, and a number of stories illustrative of his quick wit and unbounded enterprise are still told with gusto by the gray heads in this community.

The first stage line in Buffalo was established by Charles Barr in 1845. In 1847 Jacob S. Miller placed upon Main Street a line of four omnibusses to run from Central Wharf to Cold Spring, the fare being a sixpence for the entire distance.

In 1855 Jacob S. Miller passed away and the 'bus line, which had previously been placed under the management of Charles W. Miller, was continued by the son until the advent of the Buffalo Street Railroad in 1860.

Then as now Mr. Miller was regarded as a difficult man to lock horns with in competition, and the sagacious managers of the new street-railway enterprise, knowing full well his executive ability and dogged determination to hold his own, deemed it a good stroke of policy to buy up the stage line and engage the owner to act as general superintendent of the street-car system. Mr. Miller continued to act as superintendent of the street railroad until 1864, when he resigned and bought a small livery stable on Washington Street. Six years later, his business having increased until larger facilities were indispensable, he bought from William Cheeseman the main building of his present stable, Nos. 202 to 206 Pearl Street. This historic frame structure was built in 21 days, away back in 1807, in order that an extension of the fire limits ordered to take effect on a stated day might not shut it out.

C. W. MILLER'S DELAWARE-AVENUE STABLES, BUFFALO, N. Y.

After buying this place Mr. Miller began to branch out. In 1873 he established a coach and baggage express, and the following year obtained from the New York Central and the Erie Railroad officials the privilege of taking orders for the transfer of passengers and baggage on all incoming trains. This business has grown and developed until now the incoming trains on every railroad entering the city are met by Mr. Miller's agents. The baggage collection and transfer system to the depots has likewise been brought to such a stage of perfection that travelers can now have their trunks checked from their hotels or homes to destination by buying their railroad tickets at Mr. Miller's Union Ticket Office, No. 469 Main Street. At the same time Mr. Miller bought the 'bus line operated between the depots and hotels by Joseph Tyler & Co., and so perfected it by the addition of new vehicles and the establishment of new routes that the passengers can now reach any hotel in the city and make sure connections with outgoing trains.

As the city grew northward and the center of the West Side population shifted from Chippewa to Virginia Street, Mr. Miller conceived the idea of opening an up-town stable, equipped and stocked with a higher grade of horses than are commonly used for livery purposes, and a line of the finest coaches, coupes, victorias, landaus, and other vehicles fully equal in point of elegance to the most costly private carriages. With him to conceive is to execute, and the splendid Delaware-avenue stable is the result. Here throughout the day carriages are in constant readiness to proceed without delay upon telephone call to any section of the city, thus giving to his patrons prompt service and the finest of vehicles. Both stables are connected by telephone with every part of the town and all the prominent places of amusement, thus providing for cases where a change in the weather may bring an unexpected demand for a carriage at the close of an entertainment. While Mr. Miller's coaches are in waiting at the depots on the arrival of all trains, he is not the owner of any of the vehicles which are seen at the public carriage stands. The quality of the horses and carriages composing his stock will not warrant such usage, yet the prices charged for his superior service are probably more reasonable than in any other large city of the United States.

The lock on the large doors of the Pearl-street stable has long since grown rusty from disuse, and for fifteen years the key has kept its hiding-place a profound secret. Night and day the office is open, and from sunrise to sunrise again horses stand ready harnessed to the carriages, prepared to answer any call without delay. What this means in emergencies, when a train must be reached in time, when the services of a physician are in urgent requisition, and on all other occasions when immediate service is necessary, only those who have had the experience can tell.

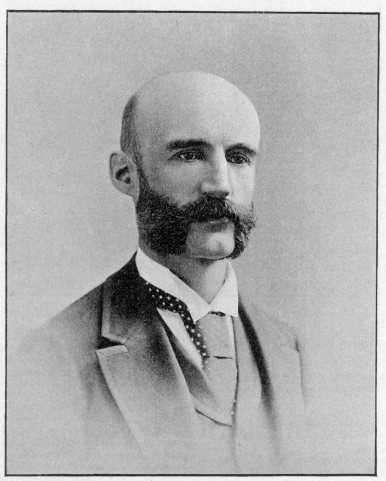
Six years ago the moving business of Buffalo was wholly in the hands of the draymen, and May 1st was the terror and despair of those about to migrate. In 1882 Mr. Miller bought a mammoth circus-van for use in carrying household goods, and thus the new moving era was ushered in. These wagons have grown in size, until now it is a big house whose contents can not be transported in a single load. Nine of the immense covered wagons, some of them padded to protect fine furniture in transit, now compose Mr. Miller's moving facilities.

Ten years ago Mr. Miller purchased one hearse for the use of undertakers, and, like every other branch of his business, this feature has grown, until now he has six black and three white hearses for funeral use.

Having made himself master of the local situation, Mr. Miller sighed for other worlds to conquer, and he found a field worthy of his cultivation at Niagara Falls. Bold indeed was the man who dared to attack the Niagara Falls hackmen in their stronghold, but bitter competition and fierce opposition are only fuel for the fire of Mr. Miller's zeal when he is working in behalf of the public. Entering into a co-partnership with Mr. J. T. Brundage, one of the most reputable and highly respected citizens of the Falls, and having secured from the railroads the same privileges which he enjoys in Buffalo, Mr. Miller opened the war of extermination upon the pests of the cataract by placing in service a line of fine coaches, cabriolets, and surreys, drawn by such horses as Niagara had never dared hope to see. Ten 'busses and a sufficient number of baggage-wagons were detailed for duty between the depots and the hotels, and the drivers throughout were uniformed. A system of charges has been introduced whereby sight-seers can determine in advance just what the ride will cost, thus relieving them from the annoyance of constant importunity, exasperating extortion, and the resulting sense of humiliation at having been fleeced. The result has justified the highest hopes and expectations. C. W. Miller & Co.'s stables at Niagara now contain over 50 vehicles and 100 horses, ready for immediate service upon call from any of the hotels and depots on either side of the river or any part of the town.

The personal enterprise of Mr. Miller has not failed to attract wide attention away from home, and he has frequently been importuned to establish coach and baggage systems in other places. So admirable are his Buffalo and Niagara Falls systems considered by the owner and the managers of the far-famed Ponce-de-Leon Hotel at St. Augustine, Florida—the finest in the world—and the other great hostelries at that popular winter resort, that negotiations are now pending with him for the establishment of a coach and baggage-express line there under his personal management.

While Mr. Miller has conferred such boons upon the people of Buffalo and the Niagara tourists, it is gratifying to know that he has derived from his business a reward more substantial than simply the consciousness of well-doing. Fortune's smile has rested kindly upon all his enterprises, and the beauty of his new home on Summer Street and the spacious grounds which surround it bespeak an ample fortune, richly deserved. Mr. Miller was married in 1861 to Miss Louise L. Noxon. His wife and their only daughter, Mrs. Harry T. Ramsdell, with her two children, afford pleasant companionship during the hours spent at their home, where a host of friends have enjoyed that broad and generous hospitality which is the most prominent characteristic of the social side of his nature.



JOSEPH L. HUDSON.

ONE OF THE LEADERS.

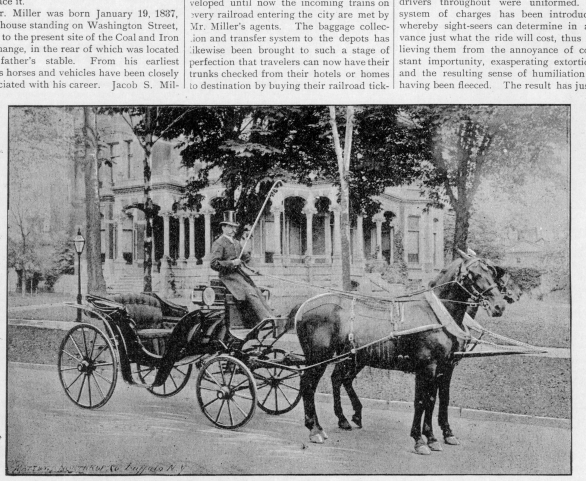
A Man Who Does a Retail Trade in a Wholesale Way.

That Joseph L. Hudson is one of the leading clothiers of the United States is generally admitted. His success in the vast retail business which he has established in several of the large cities of the upper lake region has won him a reputation second to that enjoyed by no other dealer. Mr. Hudson was born at Newcastle-on-Tyne, England, on the 17th of October, 1846. In 1855 he came to America with his parents, who settled at Hamilton, Ontario. Mr. Hudson attended the public schools until he was thirteen years of age. At this time the necessity of his becoming self-supporting was thrust upon him, and he abandoned his studies to seek some employment which should supply him with the means of obtaining a livelihood. He soon found work as a telegraph messenger in the office of the Great Western Railway. Although his father desired him to learn telegraphy, he left the service of the company at the expiration of a few months, and entered a grocer's, where he was engaged for three months at the salary of five dollars per month. His career as a grocer's clerk was terminated by the removal of his family to Grand Rapids, Michigan. This occurred in 1860. In the winter of that year he attended school for six months. This was the finishing-off of his school education. In June of the following year the Hudson family once more migrated, this time settling at Pontiac in the same State. In the same month young Hudson found employment in the store of C. R. Mabley. He was greatly liked by his employer, and remained in his service for the five following years. During this time he was promoted from grade to grade until he reached the highest position in the establishment. In the meantime the elder Hudson and Mr. Mabley had established a store in Ionia, and in February 1866, the young man bought out his employer's interest in the concern, and the firm of R. Hudson & Son was formed. The purchase was made entirely upon credit, and nothing better illustrates the character of Mr. Hudson than the fact that his employer was willing to trust him for so large an amount. Pursuing an active, aggressive policy, the firm of R. Hudson & Son grew to large proportions. There was a general enlargement of the business, and several enterprises were taken in hand by its members. They opened branch stores, started a stave factory, purchased several lumber mills, and were engaged in a number of industries, all of which prospered.

In 1873 Mr. Hudson's father died. The business, however, was continued. The other heirs left their money in the concern, and the entire management of the establishment was left to the young man. The panic of 1873 found Mr. Hudson in the same plight as many older and more experienced business-men. The sudden shrinkage of values, the maturing of out-standing liabilities, and the failure of indorsees proved too much for the firm, and Mr. Hudson closed his doors with the consciousness that he was $40,000 out of pocket. After ascertaining his exact financial condition, he went East and compromised with his creditors for 60 cents on the dollar. Returning to his home, he paid all of his liabilities, amounting to some $20,000, and again started in business. Success again was the forerunner of successive enlargements and the establishment of other branches. From that time until the present Mr. Hudson has been uniformly successful in his enterprises. In 1884 he bought the Excelsior Store in Cleveland, from the firm of Stein, Bloch & Co. This store had long been a losing concern, but under the management of Mr. Hudson and Mr. Dickle, the resident manager, it is now one of the most prosperous mercantile concerns in that State. Mr. Hudson did not open a store in Buffalo until 1887. In the autumn of that year he bought out the immense clothing store of Garson, Kernwood & Co. This store is an undoubted success in every particular, and it is doubtful if any store in the city can show a larger trade or point to a more gratifying business development.

The Buffalo store is under the management of A. F. Haass, a clothing man of wide experience. Besides the clothing enterprises, Mr. Hudson bought the carpet-store of Abbot & Ketchum of Detroit several years ago. He has associated with him in the carpet business Mr. C. Symington, a former employee of the firm of Mabley & Co. In addition to these establishments, Mr. Hudson has stores at Ionia, Michigan, St. Paul, Minnesota, and Grand Rapids, Michigan. The store at St. Paul was opened in March of the present year, while the Grand Rapids branch was opened during the present month. In 1887 Mr. Hudson's Detroit and Cleveland stores did a business aggregating over $1,000,000. Some idea of the magnitude of the business can be obtained from these figures. When it is remembered that he now owns five other stores, the immense trade which he controls can be partially comprehended.

Although not compelled to do so, Mr. Hudson has lately paid in full all the accounts growing out of his troubles in 1873. Joseph L. Hudson is one of the most active retail merchants in the country. He has made every enterprise which he has managed a profitable one and is an illustration of the success which follows well-directed business energy.



ONE OF C. W. MILLER'S VICTORIAS.

FOR THE ROAD.

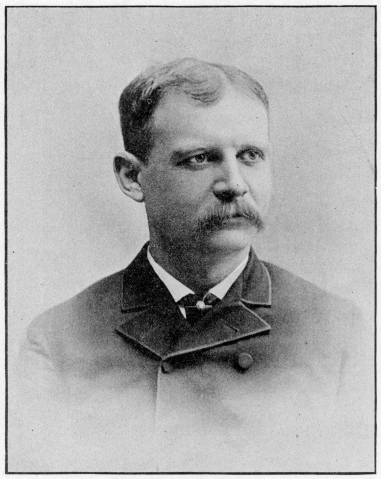
The Popular Buffalo Buggy and Its Successful Manufacturers.

About four years ago Messrs. Charles Rossler and H. J. Kreinheder organized the Buffalo Carriage Company and at once commenced operations on an extensive scale at 170 and 172 Court Street, and here they have since done a flourishing business.

The buildings devoted to their use are spacious, extending from Court Street through to the Terrace, and employment is given to about 100 skilled workmen. They chiefly manufacture buggies for the wholesale trade, and such as are not ordered direct from the factory are sold by the authorized agents of the company here and there throughout the United States.

With characteristic enterprise Messrs. Rossler & Kreinheder have placed their buggies on exhibition at the International Fair, inviting inspection from all.

Ever since the Buffalo Carriage Company was organized it has continued to grow in popular favor and it is attended with such substantial prosperity that it may in the near future be a formidable rival of the largest concerns of its kind. To go into detail, and tell how one of these buggies is made, how the timber used is seasoned and otherwise prepared, would be uninteresting in this connection. It is sufficient that the buggies are such as win commendation when completed, and reflect credit on the builders.



GEORGE W. GRAVES.

GEORGE W. GRAVES.

This gentleman is probably personally as well known to the retail stove trade of New-York, Pennsylvania, and Ohio as any stove manufacturer or agent in the world. We have no doubt that this issue of The Express will be the more highly prized by the stove trade because we got Mr. Graves to sit still long enough to have his picture taken.

In character he resembles George Washington, but his name is George William Graves, and he was born in Rochester in 1848. He finished his education at the Rochester Academy, and started in the stove business early in life. First he worked in a retail store; then he took a position with S. H. Ransom & Co. of Albany, which at the time was the largest stove manufacturing concern in the world. He remained with them for nine years, during which time he made several novel inventions in stove construction, which are to-day valuable patents.

In 1881 Mr. Graves took an interest in the firm of Potter & Co. of Troy, having charge of the manufacturing. The enterprise, owing to conditions outside of Mr. Graves's department, was not a success; and in 1885 he accepted an offer from the Peninsular Stove Co. of Detroit. When that company recognized the advisability of having an eastern department in Buffalo, Mr. Graves was selected for its manager, and he has been a resident of Buffalo since that time.

The Commercial Travellers of Buffalo honored him in 1886 by electing him president of the local association, and when the Travellers' Club was organized he was unanimously requested to take the presidency of that also. Both organizations have been very successful. At the solicitation of the stockholders of the Citizens' Land Co. he became its president, and has managed its affairs with good judgment. He is also a director in several other associations. As for his politics, he says for himself, "I am not much of a politician. I always vote as I think best — but will give a Democrat the benefit of a doubt." Exceedingly popular in business and social relations, he always has the interests of the Peninsular Stove Co. at heart, and we therefore give a description of that Company's business.

The Peninsular Stove Company of Buffalo is the Eastern Branch of the Peninsular Stove Company of Detroit, and looks after the trade east of the city of Cleveland. The company's general office and show rooms are at 306, 308, and 310 Michigan Street, with a ware-house on Hamburg Street, adjacent to the Lake Shore Railroad, which gives the company the best of facilities for receiving and shipping their goods.

The requirements necessary to meet the demands of the stove trade in the section canvassed can best be illustrated by the fact that this company manufactures eighty-seven styles and sizes of Coal Parlors, fifty-four of Wood Parlors, nineteen of Coal Cook-stoves, sixty-eight of Wood Cook-stoves, ninety-seven of Coal Cooking Ranges, sixty of Wood Cooking Ranges, and several varieties not mentioned in the above list.

The Peninsular Stove Company have been compelled by the demands of the trade to make all these different styles and varieties, and the cause of the demand is owing to the style of work and quality of materials that are employed and used to produce a Peninsular Stove.

This Company do not make what are sometimes called cheap stoves. While catering to the wants of all classes of trade, they only make the best of each and every grade. The result is that when a dealer commences to handle one class of these goods, the superiority of their working and selling qualities is so plainly discernible that he desires the Company to supply his wants for each and every grade his trade requires. That such are the facts of the case can be shown by the magnitude of the business done by this Company in 1887, and the number of stove-dealers throughout the city and country who sell only Peninsular Stoves. From the present outlook the business of 1888 will exceed that of 1887. But the most complete illustration of the success of the Peninsular Stove Company is a knowledge of the fact that while three years ago the sum total of all sales of Peninsular Stoves east of Cleveland did not reach $15,000, the sales in this section to one firm only during a single year since have been over $26,000.

While striving to meet the demand for stoves, this Company are also large manufacturers of Hot Air Furnaces. For the time they have been in the business, they can show a larger number of furnaces in use and giving satisfaction than any other company in the world. They manufacture forty-two different styles and sizes, thus being in position to supply any demand made upon them.

The success of their furnaces has been owing to several new and practical improvements which the Peninsular Furnaces contain, and as these improvements tend to reduce the consumption of coal, to improve the quality of air passed through the registers, and to lessen the amount of labor required to operate them, it is not surprising that the Peninsular Furnaces are to-day the leaders and the ones from which all competitors make their comparisons.

As it is the practice of stove manufacturers in Buffalo to have a retail establishment, this Company meet this demand at their Show Rooms on Michigan Street in the Fitch Building, which department is under the charge of T. J. Long.

Mr. A. Hopkins has charge of the local furnace trade, and Messrs. P. E. Washburne and J. Y. Chapman look after the wants of the local dealers in New-York, Pennsylvania, and Ohio.

FIRE RESISTERS.

A Line of Completely Incombustible Manufactures.

The Great Western Fire Clay Company has long made a specialty of manufacturing indestructible sewer-pipe. The great objection to the ordinary clay sewer-pipe is that in a few years the acids of the fluids flowing through them soften the material to such an extent that the pipe crumbles away. This objection is obviated in the sewer-pipe made by this company, and it is claimed by the manufacturers that if the excavators of some later age should dig over the ruins of a city in which the products of their factory had been employed for sewerage purposes, the pipes would be found uninjured by the action of time. The principal works of the company are at Toronto, Jefferson County, Ohio, a short distance below Pittsburg on the Ohio River. It is here that the celebrated vitrified saltglazed sewer-pipe is made. This company also makes a specialty of the manufacture of Fire-brick, Paving-brick, Fire-proofing, Fire-clay, Flue-linings for chimney-tops, and a variety of other articles employed in cases where resistance to destructive agencies is a necessary attribute to their usefulness.

The clay from which these materials are made is taken from beds upon the Ohio River. The clay found there is unlike that found in any other part of the country, and is peculiar in that it possesses the indestructible quality which is regarded as necessary to articles made in the kiln. The works of the company are situated at the clay-beds and the materials used in the manufacture are mined almost at the doors. The expense of obtaining materials is thus reduced to a minimum, and it is easy to see how the Great Western Fire-clay Company can undersell its competitors in the market. The company also mines its own coal, and thus the fuel supply is rendered cheaper for it than for most other concerns. At the present time, however, the company is using natural gas in all its works. Situated as the works are in the midst of the great natural-gas field of Ohio, the cost of fuel is rendered merely nominal.

The works at Toronto are extensive and give employment to a large number of men; the output each year is a large one, and the increasing list of patrons shows that this company's manufactures give satisfaction wherever used.

The company is composed of Mr. William F. Dunspaugh and Mr. R. M. Francey. Mr. Francey is the manager and resident overseer at the mines and factory, while Mr. Dunspaugh superintends the Buffalo branch of the business. The Buffalo office is situated at the corner of Court and Franklin streets. Orders for all the articles dealt in may be left there or will be attended to with equal dispatch at the works.

The company has a large supply of goods on hand in its warehouse in this city, and all orders for eastern points can be filled without having recourse to the manufactory. At the Buffalo warehouse, in addition to the list of articles already enumerated, there is also a large line of ornamental goods, such as lawn and cemetery vases, terra cotta ornaments for builders' use, and builders' supplies of all kinds. The Great Western Fire-clay Company has lately taken a large number of contracts for municipal work in various parts of the country. In the last few weeks contracts for over 50 miles of sewers have been finished by the company. Among these some of the largest were as follows: Greenbush, N. Y., 13 miles; Green Island, N. Y., 8 miles; Amsterdam, N. Y., 5 miles; Willimantic, Conn., 10 miles; Waterbury, Conn., 7 miles.

Taken all in all, the Great Western Fire-clay Company is an organization which bids fair to enjoy a prosperity measured only by its desire for trade.

A FAMOUS PRODUCT.

The Celebrated Akron Cement is a Local Manufacture.

THERE are few people who realize the magnitude of the industry carried on at the Akron Cement Works. The works and the plant are owned by the Akron Cement Company, of which the Hon. Daniel N. Lockwood is President and Frank S. Coit secretary. The company owns, adjoining the works, a farm of 200 acres which is underlaid by a stratum of the celebrated cement rock. The rock from which the cement is made is found in larger quantities in this region than in any other part of the State, and is pronounced by experts to be the finest quality of stone of that nature to be had. The quarries are situated at some distance from the works, and the stone is all transported on tram-cars which are moved part of the way by horses and the remaining distance by gravity. It is a ride of a half mile from the works on one of the little cars before the quarry is reached. After passing the summit of the grade rising from the kilns, the car shoots the remainder of the distance with a velocity sufficient to take away the breath of the rider, and brings up at the workings. Unlike the ordinary quarry, the stone here is not obtained by stripping off the soil and then blasting it out. Between the surface and the cement-stone is a layer of limestone which could not be removed without entailing an expense which would render the work profitless. To avoid this difficulty the cement stone is obtained by tunnelling. A drift is run into the bluff and the valuable seam is blasted out very much as would be a vein of coal similarly situated. The tramway runs into the tunnel, or, more properly speaking, the mine, and the stone is loaded into the cars at the face of the workings. The tunnel spreads out from the entrance in the shape of a fan, and now covers a space of over ten acres. The visitor unacquainted with the topography of the tunnel could easily be lost in its recesses. Within the workings a gang of men are kept constantly at work. A boiler, engine, and two steam drills are used to assist the workmen, and every facility for rapid and effective labor is provided. The management of the quarries is entrusted to T. H. Danahee, who makes a very capable and trustworthy superintendent.

A curious feature of the tunnel is the use made of the deserted workings. These are converted into mushroom cellars, having been rented for that purpose by a Western firm. About an acre of old workings has been used for this purpose. The mushroom beds are made under the direction of R. H. Bell, a young man who has made a specialty of growing this much-sought-for fungus.

The stone in the seam is blasted out with dynamite cartridges, and at short intervals the detonation of the explosions is heard, accompanied by a rumbling and vibration of the rocky roof sufficient to make the stranger think the whole stratum overhead is ready to fall upon him. Tramways ramify from the main one which comes in at the entrance all over the tunnel, and in consequence the men are enabled to load the rock into the cars without trouble. The stone is then drawn up out of the tunnel by horses. When the car reaches the summit of the slope, about a quarter of a mile from the entrance, the horses are taken off and the cars run the remaining quarter of a mile by gravity.

At the terminus of the tramway are the kilns where the stone is prepared for grinding. These are twelve in number, and ten of them are kept going constantly. The stone is shoveled into the kilns in layers alternating with layers of coal. The fire is kept going throughout the season. At the bottom of the kilns the stone is raked out as fast as it is sufficiently burned for grinding. Two men are employed constantly to attend to this work, and the stone is being drawn from the bottom of the kilns both night and day through the period of manufacture.

From the kilns the burned stone is taken to the upper story of the works in cars drawn by steam power up an inclined plane. Before the stone is taken into the works all of the cinders of the coal employed in burning are picked out. This work is all done by hand, and is the only portion of the labor of manufacture in which machinery is not employed. After the stone has been elevated to the top of the building it is spouted through a long chute into the hopper of the grinding machine. After passing through the hopper it is sifted, and the screenings are mixed with the rough stone and re-ground. The ground stone is reduced to the fineness of flour before it is fit for the market. Indeed, all of the cement made at these works is reduced to an excessive degree of fineness before it is taken from the mill. The sieves used in the operation of screening are finer than those used in the majority of flouring mills. In addition to this grinding machine, there are four burr stones, three of which are constantly running. The grinding facilities are more than adequate to consume the stone burned in the ten kilns.

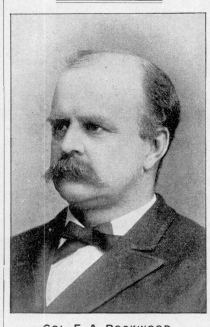
The iron mill in which the larger part of the stone is ground has been recently added to the plant, and is now the principal feature of the works. This mill was manufactured by the Sturtevant Mill Company of Boston, and is one of the largest of its kind. The principle of its construction is: the mill does not grind the materials, but simply furnishes the power that compels the rocks to crush themselves; consequently, the hardness of the rock does not affect the result, as it acts upon itself. A stream of broken rock two feet wide and six inches deep runs into the hopper continually while the mill is in motion. It requires two hundred horse-power to drive the machinery.

The Akron Cement Company prides itself upon the uniform quality of the cement which it manufactures. Every pound of the article which goes out of the works is screened through 55-mesh, needle-slot, homogeneous steel-plates, which constitute the sieve before referred to. The cement made at these works is at least ten per cent. finer than that made by any other manufacturers.

The capacity of the works has been augmented nearly two-fold during the past year. The number of kilns has been increased, new grinding machinery bought, and arrangements made for increasing the output to an even greater amount in the near future. At the present time about 800 barrels a day are ground, barrelled, and prepared for shipment. The works run but eight months of the year, and at the estimate of 20,000 barrels per month the output this year will amount to 160,000 barrels. The company employs a force of 70 men through the season. The superintendent of the works is Mr. R. M. Skillen.

"What is Akron cement used for?" some one may ask. It is used for a variety of purposes. Its primary use is to make a cement which will resist the action of water, and its first and greatest use is in submarine work, and in laying concrete foundations. It is also used in finishing mason work of all kinds, in making walls to withstand the action of water, in hardfinishing walls, in making cellar, brewery, and barn floors, in laying solid foundations for buildings and hydraulic machinery, and for many other purposes which are well known to all practical people. Among other important works where Akron Cement has been used may be mentioned the N. Y. C. R. R. Co.'s Bridge at Albany, the Grand Central Depot at New-York, the Cantilever Bridge at Niagara Falls, the Cleveland Viaduct, the Poughkeepsie Bridge, the Inlet Pier and the City and County Hall at Buffalo.

The greater part of the product of the Akron Cement Company is shipped to distant points, although there is also a large local demand



COL. E. A. ROCKWOOD.

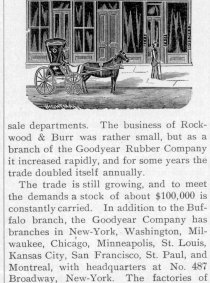
GOODYEAR RUBBER.

Buffalo's Representation in a Famous Rubber-goods Company.

FOR seven years Col. E. A. Rockwood has been so closely associated with the rubber business in the city that the mention of the one is certain to suggest the other. It would be rank injustice, however, to set down the genial manager of the Buffalo branch of the Goodyear Rubber Company as an "India rubber man" in the common acceptation of the term, for it would be a difficult matter to find in the entire city a more staunch devotee to principle or one less swayed by considerations of policy.

Col. Rockwood was born in Enfield, Mass., January 6, 1839. He received a common-school education, and at the age of 16 went to New-York to take a clerkship in a wholesale dry-goods house. He successively served four different firms in the metropolis, and for seven years held the responsible position of buyer for the hosiery department in the large importing house of Lee, Bliss & Co. In 1869 he went to Northern Alabama, and the following year came to Buffalo, and joined Horace H. Burr in the rubber business at No. 242 Main Street, the firm name being Rockwood & Burr. Eighteen months later Col. Rockwood bought out his partner's interest and entered into arrangements with the Goodyear Rubber Company to become one of its branches. The adjacent store at No. 240 Main Street was fitted up for the retail

purposes of the business, while the store at No. 9 West Seneca Street and the four lofts above Nos. 7 and 9, each 50x60 feet in dimensions, together with the basements of both stores, were secured for the whole-



sale departments. The business of Rockwood & Burr was rather small, but as a branch of the Goodyear Rubber Company it increased rapidly, and for some years the trade doubled itself annually.

The trade is still growing, and to meet the demands a stock of about $100,000 is constantly carried. In addition to the Buffalo branch, the Goodyear Company has branches in New-York, Washington, Milwaukee, Chicago, Minneapolis, St. Louis, Kansas City, San Francisco, St. Paul, and Montreal, with headquarters at No. 487 Broadway, New-York. The factories of the company are located at Middleton, Conn., Harlem, N. Y., Lambertville, N. J., Providence, R. I., and San Francisco, Cal. The vast facilities of the Goodyear Company for the manufacture and sale of goods enable them not only to supply their own products at the lowest prices, but likewise to enjoy the exclusive handling of the entire output of other manufacturers of standard rubber goods. All goods are sold at wholesale at the branch stores at the same price as at the factories, thus enabling dealers not only to secure articles of guaranteed excellence, but likewise to save no small sum in the course of the year in freights and agents' commissions. To enumerate the articles carried at the Buffalo Branch of the Goodyear Company would be to catalogue the possible products of rubber, but a few of the lines call for a special mention.

The Company makes a specialty of the manufacture of pure gum Boots and Shoes, and stakes its reputation on the statement that no old rubber is ever used in compounding the material. A strip cut from the sole of one of its rubbers has all the elasticity of a rubber band, whereas a similar strip taken from the goods of rival concerns will break before stretching to double its original length. The wear of rubber is in direct proportion to its elasticity. To all the genuine Goodyear shoes a registered gold seal (registered trade-mark) is now affixed as a guaranty of genuineness. This precaution has been taken to afford the public a means of protection against the large quantities of inferior rubber goods placed upon the market with the name "Goodyear" attached with a view to deceive.

The Goodyear Gold Seal Hose and Belting is likewise a superior article, and, unlike other makes, when cut open to test it will not peel. The attachment of the several layers to each other is so firm that they can be pulled apart only with the aid of pincers and the exertion of great strength. Apply this same test to other makes of hose and belting, and the superiority of the "gold-seal" brand will need no further demonstration. The belting is especially adapted to elevator uses. A full line of rubber Packing is likewise carried.

The Company also carry a complete assortment of cloth-surface Water-proof Coats, similar to the English Mackintosh coats, but much more durable. They always remain soft and flexible, whereas the English goods become harsh and stiff. Among the other elements of the stock may be mentioned a full line of Druggists' Sundries, such as syringes, hot-water bottles, air-pillows, etc.; a collection of Ladies' Gossamers ranging in price as low as $1 and as high as $50; Firemen's Clothing and Fire Department Supplies, Sailors' Oil Clothing, Hunting and Sporting Goods, Packing, Children's and Infants' Toys, Elastic Stockings and Belts, Mats, Horse Clothing, Carriage Tops, Weather Strips, Wringer Rollers, Cuspadors, Umbrellas, Stamps, Pocket Gymnasiums, Gloves, Penholders, and so on *ad infinitum*. Many sins are committed in the name of Goodyear, and many inferior goods are sold under the guise of that honorable name. Those who would take proper precautions against fraud can make certain of obtaining the genuine articles they seek by making their purchases at the only Buffalo branch, Nos. 240 Main Street, opposite Academy of Music, and 9 West Seneca Street, which is the only genuine Goodyear house between New-York and Chicago.

FURNITURE TRADE.

A Great and Long Established House—The Popular Cutler Desk.

THE most prominent object in the Black Rock landscape, as seen from the river front, is a great five-story structure, surmounted by a tall chimney, which stands amid a cluster of smaller buildings at the intersection of Amherst and Churchill Streets. It presents a red brick facade over 250 feet long to the river, and seems to look down upon its surroundings very much as the cathedrals of Europe brood over the cities whose spiritual wants they supply. This impressive building is the great furniture factory of A. Cutler & Son.

The most impressive salesroom in the city of Buffalo is found in the Rink Building, Nos. 166 to 172 Pearl Street. A great hall 100 feet wide and 250 feet long stretches away from street to street, the main floor and galleries of which are packed from end to end with fine furniture enough to stock a dozen hotels and fit out all the palaces on Delaware Avenue. This vast interior is A. Cutler & Son's salesroom.

The history of a firm with such facilities cannot fail to interest everyone who cares to know how great institutions are built up and great success achieved.

Away back in 1824 Mr. Abner Cutler and a Mr. Sterns, two practical cabinet-makers, opened a small shop and store on the bank of the newly-completed Erie Canal at Black Rock. Their only capital at the outset consisted of two pairs of skilled hands, a set of tools, and the determination to achieve something. The primitive furniture enterprise prospered, and for five years continued to yield fair returns. But this little shop on the canal-bank was something more than the pioneer furniture factory of Black Rock; it was here that for the first time in America power was applied in the ordinary processes of cabinet work. The circular-saw, the jig-saw, and the turning-lathe which Mr. Cutler rigged up to be operated by horse-power were the forerunners of a new industrial era.

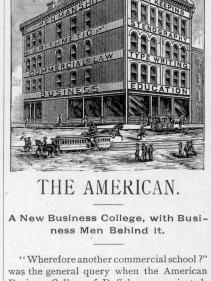
In 1829 Mr. Cutler changed his base of operations, and opened a new shop of his own on Main Street in Buffalo. Here he used power, first a horse, and later on a steam-engine. Starting in a one-story building, with two apprentices and a dozen tools, under the skillful management of Mr. Cutler the business has expanded until now it consists of a factory 50 by 250 feet, five stories high, where nearly 200 workmen find daily employment, and a salesroom covering an acre of space in one of the most eligible business sections of the city.

Up to the year 1870 Mr. Abner Cutler could not be persuaded to accept any assistance in the general management of a business which had grown to such colossal dimensions, and his son, Frederick H. Cutler, unable to secure a foothold in his father's establishment, at the age of 26 began to manufacture furniture on his own account. He had built up a successful business, and had fully demonstrated his ability to compete with his progenitor, when finally his father tendered him a partnership interest in the great house which was already known throughout the country. Since that time the firm has been known as A. Cutler & Son.

For the home trade A. Cutler & Son manufacture as complete a line of artistic furniture as has ever been seen in the State, ranging all the way up the scale of elegance. The firm take many contracts to furnish private residences completely from designs of their own, as well as to fit up club-rooms, church-parlors, lodge-rooms, and special apartments. Their facilities for furnishing special decorations and fine office fittings are unsurpassed. Many of the local banks contain specimens of their skill in this department. In the line of general furniture, Cutler & Son display so great a variety that almost any requirement can be met. The firm likewise have a large trade in what may be termed "presentation pieces," such as fancy stands, easels, foot-rests, ottomans, fire-screens, escritoires, tables, ladies' rockers, luxurious easy chairs, desks, ladies' cabinets, shaving-stands, card-stands, smokers' stands, and a hundred other articles which form fitting souvenirs of some pleasant anniversary or acceptable congratulatory or parting gifts.

But the name "Cutler" has been given a prominence in the business world such as no local salesroom, however vast in size and unlimited in resources, could secure, by the 40,000 Cutler business-desks which are to be found in half the offices in the land. The special features of excellence embraced in these desks are protected by twelve distinct patents, and the combination forms the most perfect desk in the world. The entire arrangement of every part is such as to secure the greatest economy of space, provide for the greatest convenience and comfort of the user, and in the saving of time repay to the man of business the first cost. Among the special features embraced in the latest patterns are patent combination locks, by which the entire desk is locked with one motion; self-adjusting letter files in the adjustable drawers; combination drawer-handles and pen-rests; adjustable partitions in drawers; four adjustable drawers for postage stamps, pencils, pens, etc.; two secret corner drawers; patent tin clips for marking pigeon-holes; a paneled base, affording protection from the ravages of mice; patent adjustable ink-stands; patent adjustable waste-paper receptacles; a writing bed more spacious than that of any other desk manufactured; and other points of excellence best appreciated when their merit has been tested in actual service. The export trade in these desks is reaching enormous dimensions. Agents of the firm in Australia, Paris, London, Constantinople, Stockholm, Mexico, and South America are working up a remarkable demand, and if the ratio of increase continues in the same proportion as during the past year there will soon be as many Cutler desks crossing the ocean as are at present finding their way into the offices of America.

Mr. Abner Cutler, the founder of the house, has reached the advanced age of 86, but despite his weight of years he still exercises a personal supervision over the business, which is a worthy source of pride to sire and son.



THE AMERICAN.

A New Business College, with Business Men Behind it.

"Wherefore another commercial school?" was the general query when the American Business College of Buffalo was projected.

The American Business College is a corporation, and not, like most commercial schools, a venture owned and controlled by one or two men having only a theoretical knowledge of the activities of commercial life. The stockholders are practical and successful business and professional men, representing 19 distinct callings, who bring to the college the resources of their aggregate experience. President P. J. Ferris is the Secretary and executive officer of the Buffalo Business Men's Association; Vice-President John H. Smith is the general manager of the Buffalo branch of R. G. Dun & Co.'s Mercantile Agency; Treasurer R. H. Stafford is a progressive merchant, with large financial interests in many enterprises. Among the incorporators are James F. Crooker, Superintendent of the Buffalo Public Schools; Charles A. Sweet, President of the Third National Bank; the Hon. James O. Putnam, formerly the United States Minister to Belgium; Dr. S. N. Brayton, a leading physician; Frank N. Loomis, lawyer, and others whose names stand for progressive spirit, business prominence, and financial strength.

The American Business College occupies the three upper floors of the Stafford Building, a fine structure located on the northwest corner of Pearl and Church streets, near the City and County Hall, and only far enough removed from the business centre to escape the noise and distractions of traffic. The outlay was large, and the result is a model college building in every respect.

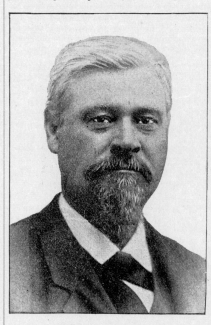
The Board of Directors recognize the fact that a manly demeanor, a good address, a knowledge of office etiquette, and a right conception of the relations between employer and employee promote the progress of a young man in the world of trade. Hence business ethics is made a prominent feature of the curriculum.

Prof. J. C. Ryan, the talented principal, enjoys the reputation of being a progressive and thorough-going educator, and his work is ably supplemented by the other members of the faculty.

The business college proper is divided into four sections, viz: the English Department, whose work is chiefly preparatory; the Theory Department, where the student is made familiar with the underlying principles of his future work; the Business Practice Department, which is conducted on the plan of the New-York Produce Exchange; and the Office and Banking Department, where the acquired knowledge is applied in the same manner as it will be used in *bona fide* business later on.

The American Business College does not guarantee to every graduate employment at a large salary. No school can do this in good faith. But this college does guarantee to its students that when they are thoroughly qualified for usefulness in business occupations, then the efforts of the 25 incorporators, many of whom are themselves large employers, will be put forth to secure for the meritorious graduate a place in some office or store where his aptitude for business will be the passport to promotion.

The new illustrated prospectus of the American Business College, containing complete information concerning the courses of study, the terms, etc., can be obtained by addressing Prof. J. C. Ryan, Principal.



PETER J. FERRIS.

President P. J. Ferris brings to the management and guidance of the American Business College a wealth of practical business experience, an acquaintance with men and affairs, and a breadth of culture such as are seldom found combined in the head of a commercial school. Born in Delaware County, this State, in 1831, he became a resident of Buffalo in 1850, and for more than thirty years was a leading wholesale merchant. In 1863 he was sent to the Board of Supervisors to represent the Fifth Ward, and in 1872 he was elected to represent the Tenth Ward in the Common Council—an office which he filled for four years with honor to himself and with the greatest satisfaction to his constituency. As an evidence of the estimation in which he is held, it is sufficient to say that when a man of unflinching courage and spotless integrity was required to serve the City as trustee of the Bork deficiency fund, Mr. Ferris was the one selected, and as the result of his trusteeship about $200,000 of the amount of the defalcation was recovered and paid into the city treasury.

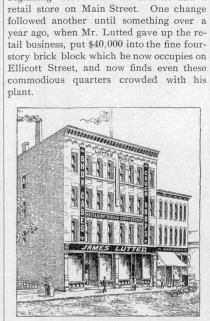
Mr. Ferris was a valued staff correspondent of THE EXPRESS during the first year of its existence, and has always been a frequent contributor to the columns of the local press.

As Secretary of the Buffalo Business Men's Association, he has been brought into intimate relations with the leading business-men of the city, and personally enjoys the good-will and friendship of the entire community.

JAMES LUTTED.

Mr. James Lutted is one of the leading wholesale confectioners of this city, his factory being at Nos. 27 and 29 Ellicott Street. His life is not without interesting episodes, and furnishes a new illustration of the value of self-help.

James Lutted was born in Glasgow, Scotland. At 14 years of age, after attending the Normal Seminary, he went to South America as captain's boy on a large vessel, trading on the Pacific coast. He remained in Chili and Peru for four years, learning the Spanish language and becoming to all appearances a typical *Chilione*. In 1868, on his way to visit friends in Canada, he passed through Buffalo. Here he formed the acquaintance of young men who were preparing to join the Army, and here, a little later, he also enlisted in the 12th N. Y. Cavalry. With his regiment, he was ordered to North Carolina, and plunged at once into active scouting and guerilla service, soon winning the rank of quartermaster-sergeant of Co. H. He stayed with the 12th Regiment until it was mustered out of service in 1865. After a year at Bryant & Felton's business college, Cleveland, O., Mr. Lutted came to Buffalo and found employment as bookkeeper and traveling-man for Garrett Lansing, confectionery manufacturer. After about a year he entered the employ of Henry Hearne, also a wholesale candy-maker, and stayed with him ten years. Then he went into the candy business for himself. The beginning was small. At first he had a retail store on Main Street. One change followed another until something over a year ago, when Mr. Lutted gave up the retail business, put $40,000 into the fine four-story brick block which he now occupies on Ellicott Street, and now finds even these commodious quarters crowded with his plant.



The building is 50 by 100 feet, four stories high, of brick with stone trimmings. The walls are unusually heavy, and the structure has been pronounced one of the strongest and most substantial for its size in Buffalo. Mr. Lutted says that if his business keeps on increasing he will add three stories to the block, making it seven stories high. Two stores, each 25 feet wide, divide the first story. At the rear are fine offices, separated from the stores by glass partitions.

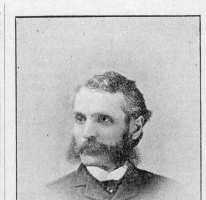
Mr. Lutted now employs 125 hands. Last year's business amounted to over $200,000; this year's will reach fully a quarter of a million. Recently a large invoice was shipped to a town in South Africa. Mr. Lutted has regular customers on the Pacific Coast and at other remote points. He has a branch manufactory at Fort Erie, Ont., and supplies an extensive market in Newfoundland, Nova Scotia, and throughout Quebec and Ontario.

His specialties are the famous "J. L." and "Uncle Sam" cough-drops, fine chocolates, and penny goods. He makes it his boast that the latter are never "shelf-goods," but sell on sight. He is the originator of the toothsome "Italian cream," now a staple with the trade, and has also patented a machine for moulding gum-drops.

Besides candies of all grades, he carries the largest stock of show-cases in Western New-York One feature of Mr. Lutted's business is his ability to supply everything needed in the retail trade, including not only candies and show-cases, but glass jars, peanut roasters, counter scales, ice-cream freezers, etc.

Mr. Lutted has built up his splendid business by tireless personal attention and by making goods that can be relied on. He has a very efficient corps of assistants and department heads. The foreman of the establishment is Mr. George J. Grantz; Mr. Thomas H. Jamison has charge of the office and sales department; Mr. W. H. McClelland is head book-keeper; Mr. Alex. Sclanders has charge of the shipping department; Miss Mary Sennett is forewoman.

Mr. Lutted is a member of the Confectioners' Association of the United States, which includes about 100 of the largest manufacturers in the country.



ALFRED L. JENKS.

SOMETHING SPICY.

Leaders in the Wholesale Coffee, Tea, and Spice Trade.

HATCH & JENKS are proprietors of the Buffalo Coffee, Spice, and Drug Mills, importers of Teas, Coffees, and East Indian productions.

These mills were established in 1849 and have always borne a popular local reputation. The present firm was organized sixteen years ago and its members, Marion P. Hatch and Alfred L. Jenks, then being barely of age, are still young men, though fortified by long experience in their special line of business.

The firm attribute their unvarying success to their constant personal industry and the conservatism and integrity of their business methods. They are known as a house of untiring, persistent enterprise, and as one of them remarked to the writer, "I would rather lose a customer than wrong any man."

Turning to the special interests resultant from their long and industrious career, we note their *Horse Shoe* brand of ground spices, which are recognized wherever known as the very finest; and it will be seen that they are justly entitled to this distinction when it is known that none but the choicest selected stock, and that after being thoroughly purified of dirt, stems, and other like substances usually found in crude spices, is used. They also challenge the whole world to competition by offering *One Hundred Dollars Reward* for one ounce of adulteration found in their *Horse Shoe* brand of spices, which are put up in full-weight tin cans.

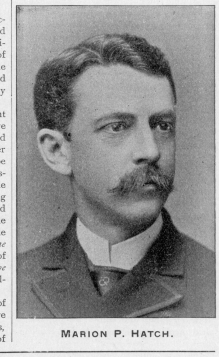
This house also import large blocks of teas, for which they have a very extensive distributive demand. Their Japan Teas, faced with a *Horse Shoe* and the initials of the firm, are justly regarded as superior stock, and leading buyers now place their duplicate order for these teas with the house each season. They carry in stock everything in the tea line, and their expert judgment in selecting the various grades of this commodity is recognized wherever the house is known.

Their genuine coffee trade is the direct result of careful expert selection on the one hand, and of honest treatment of the trade on the other. They carry a large assortment of leading growths, such as Javas, Rios, Maracaibos, and Mochas, and some of their leading brands of roasted coffees are now quite famous and are recognized as standard wherever known. Their *No. 144 Java Coffee*, sold in 50-lb. cans, commands a sale amounting to thousands of cans annually, and so successfully has the trade been conducted that not one instance of dissatisfaction has come to their knowledge. Their only recommendation is "that No. 144 is an honest Java coffee sold at an honest price." We would not fail to note their very extensive sale of genuine roast Mocha; also their leading brands of roast Rio, known as No. 155 and No. 177, and their Cossack package coffee, which enjoys a leading place in the trade.

Messrs. Hatch & Jenks express unbounded faith in the future greatness of Buffalo as a manufacturing and commercial center, and believe that the present marvelous development is only the beginning of that which is destined ere long to become a vast and populous city.

Messrs. Hatch & Jenks are generally recognized as among our leading manufacturing concerns, and as at the head of the East India and China trade of our city.

Horse Shoe No. 144.
Japan Teas. Java Coffee.
Horse Shoe Brand Spices.



MARION P. HATCH.

WHOLESALERS.

A New Firm which is Building Up a Good Trade.

ONE of the best evidences of the natural advantages possessed by Buffalo as a wholesale center is found in the rapid growth of comparatively new establishments, without any apparent inroads made upon the established trade of houses founded for a quarter of a century.

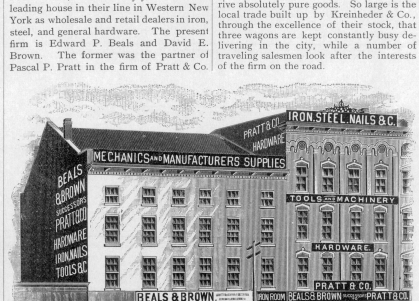
A wholesale grocery firm unknown five years ago, whose business now occupies three floors, each 50 x 75 feet, is H. J. Kreinheder & Co., Nos. 144, 146, and 148 Genesee Street.

Here may be found stored away upon shelves which rise from the floor to the ceiling, and in huge piles through the center of each floor, chests of the choicest teas from China and Japan, sacks of fragrant coffee imported direct from the plantations of Mocha, Java, and Brazil, a splendid line of hermetically sealed goods in tin and glass, spices from every fragrant isle in the East Indies, cigars of the finest brands, tobaccos, baking powder, and all the other lines of goods carried by the dealers in fine groceries, aggregating in value about $50,000. The firm make a specialty of their teas and coffees, buying direct from first hands, and carefully testing the goods before acceptance, and branding everything according to its true quality. In these days of wholesale adulteration this is a matter of transcendent importance to those who derive absolutely pure goods. So large is the local trade built up by Kreinheder & Co., through the excellence of their stock, that three wagons are constantly busy delivering in the city, while a number of traveling salesmen look after the interests of the firm on the road.

A FAMOUS FIRM.

Pioneers in the Hardware Trade of Western New York.

THE iron and hardware establishment of Beals & Brown is one of the representative business houses of Buffalo. They are successors to the celebrated firm of Pratt & Co., who for fifty years were the leading house in their line in Western New York as wholesale and retail dealers in iron, steel, and general hardware. The present firm is Edward P. Beals and David E. Brown. The former was the partner of Pascal P. Pratt in the firm of Pratt & Co.



FIRE PROTECTION.

Grinnell Automatic Sprinkler in the New Hamlin Building.

THE cuts below show the arrangement for fire protection in the new building now in course of erection for Barnes, Hengerer & Co. of this city.

The building will be fully equipped with the Grinnell Automatic Sprinklers. Each dot on the plan shown represents a sprinkler head, all floors being equipped, even to the spaces between ceiling and roof.

Referring to the vertical section, the iron tank with a capacity of seven thousand (7,000) gallons in the tank-house on the roof of the Main-street building connects with the mains from which all of the sprinklers will be supplied. This tank will be filled through a nine-inch pipe from the two Duplex Blake pumps shown in the basement. These pumps have fourteen-inch steam cylinders, ten-inch water cylinders, and twelve-inch stroke, and have a combined capacity of eight hundred (800) gallons per minute when running at ordinary speed, which can be doubled in an emergency. They take suction from a brick tank sunk below the basement floor which receives the discharge from the hydraulic elevators. This arrangement secures a constant change in the water supply which will prevent its becoming stagnant.

In case of the sprinklers opening and the water in the lower tank being drawn below a certain level by the pumps, the six-inch float valve in the main from the street will automatically open and give an uninterrupted supply as long as the pumps can be kept at work.

The arrangement of the valves and pipes controlling the operation of these pumps deserves more than a passing notice. The five-inch mains connected with the tank, and from which the lines to the sprinklers are supplied, also connect with the nine-inch discharge pipe from the pumps in the basement, and have a check-valve which will close whenever the pressure in the pipe is greater than that due to the head, or height. The nine-inch discharge pipe from the pumps has a float-valve over the tank which will close when the water reaches the proper level, thus allowing us to carry any pressure on the sprinkler system without overflowing the tank. A pressure-regulating valve in the steam supply will stop the pumps whenever the desired pressure is reached, and instantly open and start the pumps whenever the water pressure is reduced, either by starting an elevator or opening a sprinkler. Alarm valves in the mains will sound a gong as soon as there is a movement of water in the sprinkler pipes, thus giving notice to the watchman or engineer of the starting of a sprinkler or a leak in the system from any cause. It will be seen that as long as there is sufficient steam pressure to work the pumps the sprinklers will be supplied direct from them, through the connection in the basement between the discharge-pipe and the sprinkler mains, but in case of failure in this supply from any cause, the check-valve at the tank would open and the seven thousand (7,000) gallons would be available.

In an interview with the architect, Mr. W. W. Carlin, on the subject of fire protection, he says: "In my early study of this building I arrived at the conclusion that it was not feasible, with present known methods of fire-proofing, to build a building covering that ground, having the entire first floor in one room, fill it with counters, shelving, office partitions, etc., and a stock of dry-goods, and allow it to burn out without destroying the building. I next turned my attention to protecting all of the structural parts of the building, as far as possible to prevent the spread of any fire which might originate, and to secure the building against serious damage from an ordinary fire. The editorial in THE EXPRESS added evidence to the assertion of the sprinkler representatives and brought up this question in a favorable light, but we feared to place sprinklers over valuable goods, exposed as such stock usually is, as damage by water from a leaky sprinkler (not opened by fire) would not be recoverable from the insurance companies, but acting on the advice of Mr. A. M. Granger, representing the Grinnell System, I resolved to satisfy myself, at least, whether it would be safe to equip a dry-goods store or similar stock with a system of sprinklers under water pressure. In pursuance of this resolve I wrote about one hundred and forty personal letters to patrons of the Grinnell Sprinkler who were reported as having had fires since their plants were installed, enclosing a cut of the Hamlin building taken from THE SUNDAY EXPRESS, asking for an expression of opinion and also whether they had had leaks or broken sprinklers. Out of about one hundred and twenty-five replies received, not one reported a leak or head broken (except by a blow); about seventy-five per cent. expressed their opinion in favor of the complete equipment of such a building; all joined in expressing themselves satisfied with their own plants. This decided the question of the practicability of such an equipment, but not definitely what sprinkler to adopt. A rival concern having equipped a number of properties for the owner of this building, I secured a list of their patrons and wrote over one hundred similar letters to them, selecting as far as possible firms engaged in business which would suffer from water damage. Out of over eighty replies received, thirty per cent. reported leaks, or spontaneous opening of the heads, while a large number, although they had had this sprinkler in use, joined in recommending the Grinnell for a dry-goods store. I am thoroughly satisfied with the result of my investigation, as it confirmed my judgment in the matter after a careful examination of the principles on which the different sprinklers were constructed."

By permission of the architect, we are allowed to publish the following replies received in the before-mentioned correspondence:

ANCHOR KNITTING MILLS,
HAGAMAN'S MILLS, N.Y., July 3, 1888.

W. W. Carlin, 37 Chapin Block, Buffalo, N.Y.

Dear Sir: Your favor of June 27th received and contents noted with care. I can see no reason why the sprinklers cannot be put in so as to protect all parts of any building; in fact I think all hotels ought to be made to put them in.

As to the leaking of the "Grinnell," I have never seen one, but did have trouble with the Walworth and took them out and put in the Grinnell and feel that I am safe from burning out. One thing in connection with the sprinkler system I would recommend: that is some automatic alarm to give notice when the sprinkler is open. This will give notice that they are open and working, and often save a large water damage by allowing the sprinkler to run only a short time.

We also find that it is a saving of money to put them in, as it has lowered our insurance rates and makes the risk a much better one.

Any information I can give you I will give freely and feel that in doing so I am making the insurance rates less for all.

As to the construction of the Grinnell, the flexible seat is the point of superiority over all others. The others are too rigid and will loosen from water hammer in the pipe.

Yours truly,
WM. M. PAWLING.

RAND AVERY COMPANY,
BOSTON, July 2, 1888.

Dear Sir: Your letter of June 27th asking for our opinion of the Grinnell Sprinkler with which our buildings are equipped, to hand. We take great pleasure in saying that after many years experience with the Grinnell, we being probably the first large manufacturing establishment in this part of the country to test and introduce the sprinkler, that there is nothing too good that we can say for it.

Our main buildings in the city proper, of which we occupy three, are equipped throughout the seven stories with the Grinnell apparatus. We have never had any trouble whatever from leakage, and, as you can well imagine, we have thoroughly investigated all the sprinklers in the market, and are convinced from personal inspection that there is no possible way of making a sprinkler that will remain perfectly tight unless constructed with a self-closing valve like the Grinnell.

It is a positive pleasure to have an opportunity to say a good word for the Grinnell apparatus and we unhesitatingly say that were we to equip our building to-day, we would take the Grinnell in preference to any other that we have examined, even though we were obliged to pay considerable more for it than any other.

Yours truly,
RAND AVERY COMPANY,
Thos. W. Lawson, Treas.

NEARLY FIFTY YEARS.

The House Described Below Has Been a Leader in the Trade.

A MERCANTILE establishment which challenges not only the attention but the admiration and wonder of every sojourner in this city is the immense so-called Crockery Store of W. H. Glenny, Sons and Company, located at 251, 253, 255, and 257 Main Street. This mammoth establishment has been a prominent feature of Buffalo's enterprise since 1840.

The magnificent five-story iron building, extending through 200 feet from Main to Washington Street, with a frontage of 55 feet on each, is filled from basement to dome with full lines of imported and American household goods for the wholesale and retail trade; each department employing its own importers, shippers, and salesmen.

A tour through the building is an education in itself, and the harmonious arrangement of sparkling glass, daintily tinted China, and gleaming silver brings back our childhood's belief in Aladdin's palace and its bejeweled walls.

In the China department Sevres, Meissen, Hungarian, Copeland, Royal Worcester, Doulton, Bonn, Carlsbad, Minton, and Wedgewood are kept in stock; while a large trade in dinner and course sets in Haviland China is carried on. A finer line of after-dinner coffees does not exist in America. One delicate little specimen was discovered laboring under a $60 price-mark, while just opposite, in the vase department, the ladies linger lovingly over an aster-painted Copeland labelled $250.

The firm make a specialty of cut-glass, the brilliant display filling a large room. In another department Venetian, Baccarat, Petersdorf, and choice pieces of cameo ware are on exhibition.

In the Art Room, which is one of the attractions of the store, is a space devoted to solid silver wares of several makes, principally Gorham and Whiting. Tea sets run up to $475, and the latest in cutlery and fancy ware are here displayed. Clocks, bronzes, bisque figures, brass goods, and bric-a-brac of all descriptions have their place in the store; also gas and kerosene fixtures, plated ware, etc., etc.

Some idea of the immensity of the business can be gained from the fact that, in addition to the building just described, one equally large at 42 Pearl Street is devoted exclusively to unpacked goods for the wholesale department, while the firm also carries on an extensive establishment in Rochester.

Wm. H. and Bryant B. Glenny compose the present partnership.

The trade now extends throughout New-York, Pennsylvania, Ohio, and the Northwest, and more or less orders are coming in from every State in the Union.

The reliability and liberality of the firm, the excellent quality of the goods, and the prompt attention which is given to orders large and small make this a popular house with which to deal.

W. H. Glenny, Sons and Company will have a large display at the Exposition, which will doubtless secure the attention it deserves.

B. F. GENTSCH & SONS.

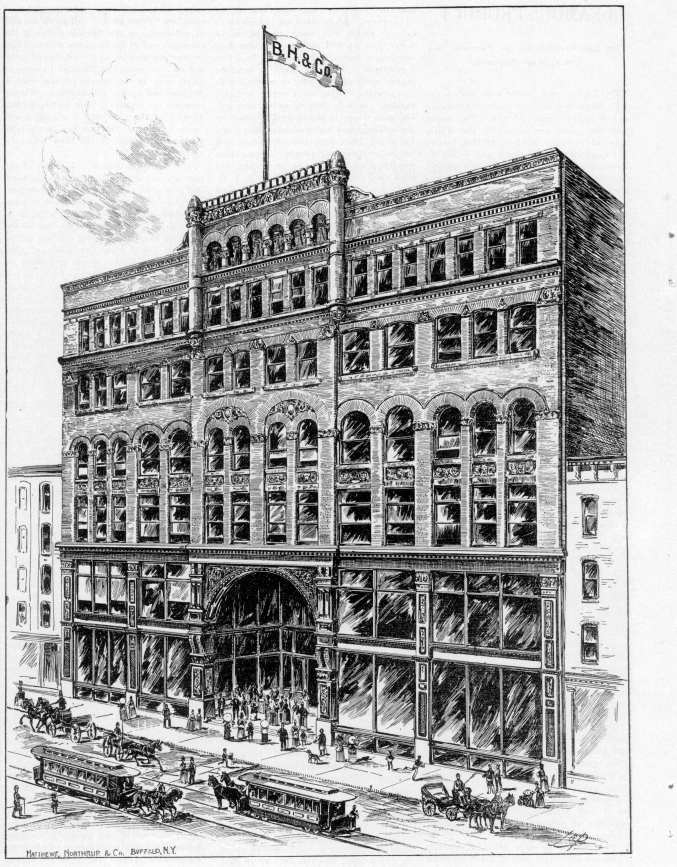
Mr. B. F. Gentsch, senior partner of a leading pickle firm, was born in Saxony, 1835, and came to Buffalo in 1854 without capital. To-day the establishment of which he stands at the head has an annual output of $40,000. Until 1885, Mr. Gentsch shared his business prospects with a brother, but was then joined by his two sons.

The business has so increased that two buildings (329 and 321 Broadway, and 292 and 294 Walnut Street) are necessary for the accommodation of the trade, which embraces a full line of cider, white-wine and cider vinegars, French and German mustards of the best quality, pickles of all kinds, chow-chow, etc.

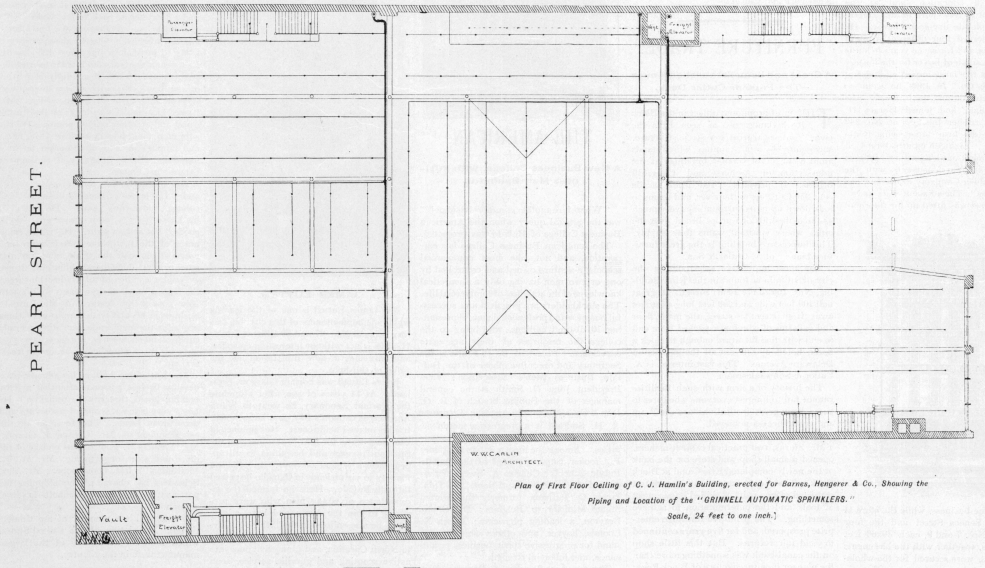
Mr. Gentsch has good business talents, but this is not all that may be said in his favor. In his office hangs a certificate, stating that he has served among the volunteer firemen of years past, and he is also remembered as an able member of the Assembly.

A CURIOUS RELIC.

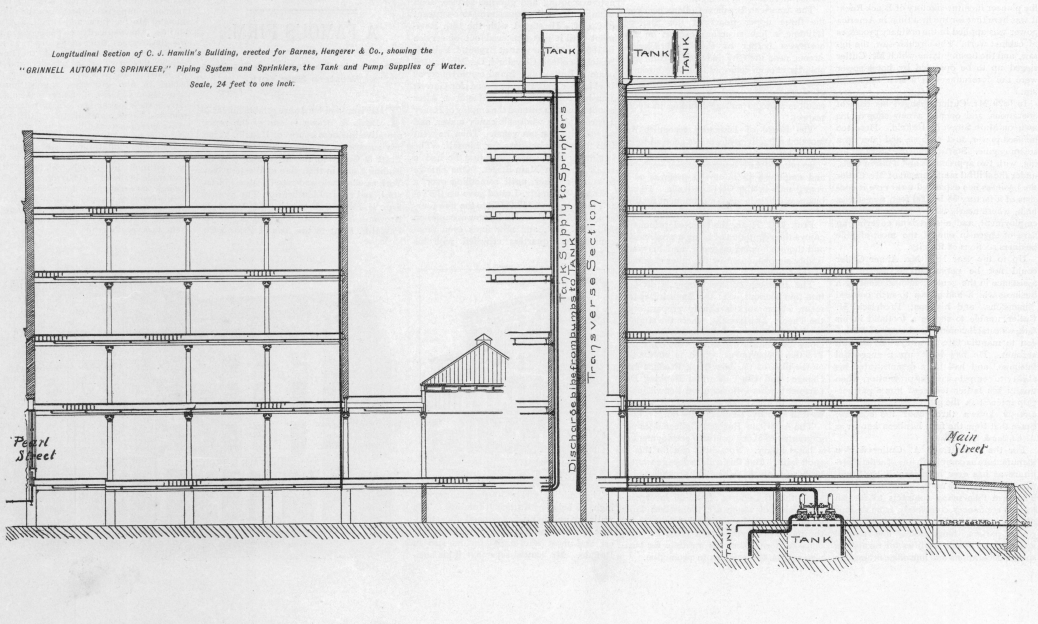
In THE EXPRESS exhibit at the International Fair is a Ramage printing-press, with frame of wood and bed of stone, exactly such a machine as Dr. Benjamin Franklin printed "Poor Richard's Almanac" on. Few printers of the present day have ever seen such a press. Its capacity is about 200 sheets an hour.



BARNES, HENGERER & CO.'S DRY-GOODS HOUSE.



Plan of First Floor Ceiling of C. J. Hamlin's Building, erected for Barnes, Hengerer & Co., Showing the Piping and Location of the "GRINNELL AUTOMATIC SPRINKLERS."
Scale, 24 feet to one inch.



Longitudinal Section of C. J. Hamlin's Building, erected for Barnes, Hengerer & Co., showing the "GRINNELL AUTOMATIC SPRINKLER," Piping System and Sprinklers, the Tank and Pump Supplies of Water.
Scale, 24 feet to one inch.

F. H. C. MEY.

Builder of Dryers for Grain, and Maker of Chain Belting, etc.

MR. F. H. C. MEY, the inventor and patentee of the Grain Dryer and Chain Belting that bear his name, is a mechanical engineer and a devoted student of the arts relating to mechanics. He is a native of Erfurt, Prussia, and came to Buffalo in 1854. Ten years later he constructed and patented his first grain dryer, and for the past 24 years has been constantly improving upon the original idea, until now it stands unrivaled for simplicity, capacity, and effectiveness. The dryer is constructed upon the principle of subjecting the grain to heat and motion. It is composed of a series of lengthwise movable sheet-iron pans—from 6 to 10 inches deep and provided with perforated covers. The grain or other substance to be dried is deposited on the tops of the pans by means of an elevator, and then, by the lengthwise motion of the pans, passed from one to another until it reaches the bottom and is elevated over again until it is dry. Heated air is forced into the pans and into contact with the grain by means of a blower, and when dry it is carried by an elevator to a cooler place, and from there to a place of storage or shipment.

The Mey Patent Detachable Chain Belt is especially adapted for the transmission of power for driving machinery or for elevating or conveying grain, malt, feed, coal, coke, stone, asphalt, fertilizers, clay, etc.

Mr. Mey is also the inventor and manufacturer of a variety of mill and elevator appliances, including elevator boots, Buffalo Champion elevator buckets, conveyors, etc., for descriptions of which we have not space, Illustrated catalogues will be mailed to all interested parties who apply.

Mr. Mey's devices are unreservedly indorsed by the officers of the Buffalo Board of Trade and by most of the leading elevator men, millers, maltsters, coal dealers, brick manufacturers, insurance agents, etc., of this city.

Mr. Mey carries on his extensive business at Nos. 64 to 68 Columbia-street.

CANDY MAKING.

A Large and Thriving Industry in the City of Buffalo.

"YES, Buffalo turns out more candy in proportion to her size than any other city in the country," said a wholesale confectioner. "This city has a wide reputation for fine goods, too; that's why we take particular pains to stamp 'Buffalo Confectionery' on our candy-boxes."

The pioneer in the candy-making industry here was probably John Benson, who was, at any rate, the first to begin the manufacture of candy on a large scale. He began business in 1846. Benson was succeeded by A. Van Slyke, and the latter was bought out by Henry Hearne, who was in business here till a few years ago, when he in turn was succeeded by Robinson & Dick.

With Henry Hearne many of Buffalo's confectioners learned their trade. James Lutted was in his employ, and so were both Sibley & Holmwood, who now do the largest business of any candy firm in the city, employing about 175 hands.

When Mr. Benson began business the peppermint-drop and the musk-lozenge reigned supreme, and the variety of candies was very limited. Perhaps there were not more than 30 or 40 kinds altogether. Steam was not used in the manufacture of candy, and not more than 35 or 40 people were employed, while candy that can be bought for seven or eight cents a pound now sold for 40 cents then.

It is estimated that the Buffalo houses now turn out 2,500 tons of candy a year, using 15,000 barrels of sugar. The trade is growing very fast, but the great reduction in the price of candy keeps the profits down.

Buffalo candy-men have a reputation far and wide for being exceedingly enterprising. A continued procession of new kinds of candies is kept up, till the number of styles in sweetmeats is almost unlimited. A great run is being made just now on the finer kinds of handmade chocolate, which has an enormous sale. Chocolates and other kinds of soft candies are about the only kinds called for at the retail stores now. Ten years ago nobody wanted soft candy; hard varieties were all the rage. Of the flavoring-extracts, vanilla seems to be the favorite just now, perhaps because it is one of the most expensive of extracts. The old-fashioned musk, however, leads the extracts in regard to price—it costs $35 or $40 an ounce.

People eat a great deal more candy than they used to do, and one cause of this, besides the cheapness of candy, is thought to be the efforts of the confectioners to drive out of business men using adulterants and injurious coloring-matter in their candies. Much more confidence is felt in the manufacturers than formerly. Anti-adulteration laws have been passed in ten States of the Union through the efforts of the National Confectioners' Association. Buffalo confectioners are represented in the association by James Lutted and Sibley & Holmwood.

Buffalo has a pretty fair-sized sweet tooth, as it is estimated that $150,000 worth of candy is eaten here every year, from the 7-cent mixed-candy to the imported crystallized-flowers which can be had for $8 or $4 a pound.

There are in this city five manufacturing confectioners who do business on a large scale, besides several smaller firms.

OLD FAVORITES.

A House that Two Buffalo Generations Have Thought Well of.

ONE of the oldest and most solidly-established mercantile firms in Buffalo is that of Flint & Kent, dealers in dry-goods, Nos. 261 and 263 Main Street. The business was founded in 1836, over half a century ago, by Dole & Howard. Successively thereafter the firm-name became Fitch & Howard, Howard & Coggswell, Howard & Whitcomb, Howard, Whitcomb & Co., Flint, Kent & Stone, Flint, Kent & Howard, Flint & Kent. Under the latter name the business has been carried on for 23 years, or since 1865. The senior partner, Mr. William B. Flint, died last December, since which time the business has been conducted solely by Mr. Henry M. Kent.

Throughout these many changes of proprietorship the business has continued without break or interruption, and for 32 years it has been conducted at the present stand. This year an enlargement was made, by taking in the adjoining store, 23 x 140, formerly occupied by Warner & Jennings, doubles the size and capacity of the store, and permits the addition of new departments and a considerable increase of stock.

The retail stock carried by Flint & Kent is one of the largest, and averages the best in quality, of any in the city. Its worth approximates $175,000. This is exclusive of the stock in the wholesale department. The aim of the house through all its revolutions of regime has been to keep only goods of first-class quality, believing that customers are better suited with good goods at fair prices than with cheap goods at any figure. The house of Flint & Kent has thereby attained a reputation for realiability and excellence second to none. The clerks in its employ are trusty and experienced, many of them having been connected with the establishment for 20 or 30 years; scarcely an employee but has filled a term of from three to five years. It has been part of the firm's policy to keep salesmen in order to keep trade. There are about 40 employees on the list, many of them experts in their lines.

The present manager, Mr. Henry M. Kent, is a New-Englander by birth, possessing 48 years' experience in the dry-goods business and unquestioned probity of character. Complete confidence is felt in the representations made by him and his assistants to the public, and few firms enjoy a better class of patronage or a larger share of custom than does the widely-celebrated house of Flint & Kent.

SANITATION.

Its Practice as a Profession by a Buffalo Firm.

SANITARY engineering has been the result of the labors of the inventors of the past 30 years. Prior to that time the condition of almost all the large cities was such that contagious diseases and epidemics were frequent, and the wonder was that they were not more so. The development of sanitary science has led to important improvements in the appliances employed by engineers and plumbers, and at the present time the sanitary precautions taken in the construction of the best buildings are such as were unheard of a few years ago.

One of the best known sanitary engineers, in Buffalo is Thomas Dark, the senior member of the firm of Thomas Dark & Sons. The members of this firm are Mr. Thomas Dark and his sons, George and Thomas, jr. They are natives of England. While in the old country, the elder Dark was extensively employed as a sanitary engineer and contractor.

When the Messrs. Dark started their business in Buffalo, contractors and builders were wont to erect their buildings with very little provision for securing the health of the future inmates. The beginning of operations by this firm marked the commencement of a new era in the building business. Thenceforth the builders were compelled to take steps to secure proper sanitation and drainage. Thomas Dark & Sons made a specialty of this branch of the business, and from that time until the present they have been entrusted with many important contracts for this kind of work. There is scarcely a large building in the city in which they have not been employed.

Besides being a practical engineer Mr. Thomas Dark, Sr., is also the inventor of several important sanitary appliances. He is the patentee of Dark's Patent Sewer Receiver and Stench Trap, an appliance which is considered the most effective of its kind, and which has been adopted by several of the large cities of the United States and Canada. Dark's Sewer Cleaning Machine is another of his inventions.

At the request of the Board of Health, Mr. Dark, in common with several other engineers, submitted a plan for ventilating the trunk sewer and consuming its gas. He has applied for a patent on this device. The Committee on Sewers, to which the matter was referred by the Common Council, reported in favor of Mr. Dark's plan in preference to any other. The Common Council adopted the report of the committee, but nothing has yet been done in the matter.

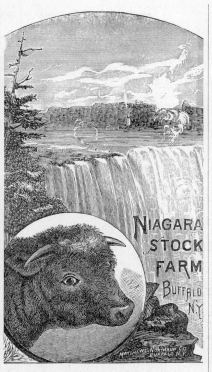
The senior member of the firm demonstrated his superiority as an engineer long before he came to this country. He was the managing engineer on several important public works in England.

When the improvement to the Buffalo Water-works was projected, his experience proved very valuable to him, and his plans, specifications, and estimates won him the first prize of $2,000 offered for the most feasible designs.

During the past year this firm has built the Genesee-street sewer, and at present is occupied in the construction of the new bridge at Forest Lawn. While Thomas Dark & Sons have made a specialty of sewer and sanitary engineering, they are also contractors and builders. Some four years ago they added to their establishment a plumbing, gas-fitting, and tin-smithing department. The latter department was added at the instance of their numerous patrons, and has proved a great success. Taken all in all, the firm of Thomas Dark & Sons is one of the most enterprising in the city, and has done its full share in advancing the interests of Buffalo.

PROGRESS OF INVENTION.

The beautiful art of wood-engraving is one in which America excels the world. But recent improvements in photography have made wood-engraving almost useless. All of the portraits and most of the views in this "Extra Number" are direct photographic reproductions.



A BUFFALO SPECIALTY

Best American Herd of Pure-blood Fine-bred Short-horns.

THE Niagara Stock Farm is the property of Mr. Bronson C. Rumsey. It is situated on Delaware Avenue beyond the Park and near the Belt-line station. The farm and cattle are under the management of William H. Gibson, a practical stock-raiser and a scientific farmer.

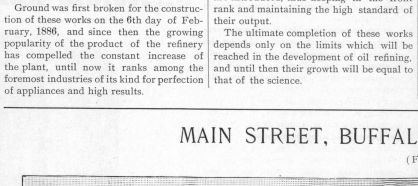
Mr. Rumsey's herd consists exclusively of Short-horns, and is in every respect the finest herd of its kind in the country. It was established in 1880, the first purchase being Airdrie Duchess 8th at a cost of $5,000. Only one calf was raised from this cow before she died. This heifer-calf — Duchess of Niagara—is the matron of the herd. Successive importations have been made from England, and some of the finest herds of Short-horns in that country have been drawn upon to augment Mr. Rumsey's stock. The farm and the herd are models, and all who can should avail themselves of the opportunity to inspect them.

The Niagara Stock Farm has disseminated a large number of first-class Short-horns throughout the United States, and has won a well-deserved fame for the purity of blood, fine symmetry, grand development, and hardy constitution of the cattle sold from it. No difficulty has been experienced in finding purchasers, for in this country well-bred and individually meritorious Short-horns make their own market at remunerative prices. The animals have the best possible treatment and their health and comfort are looked after with all imaginable care.

Mr. Rumsey's herd now numbers about 60 head, and includes five Duchesses. Besides these there are five Oxfords, all descended from the imported Duchess of Oxford of the Holker herd. Then come the Thorndale or Cambridge Roses. There are seven of them, and they are all descended from the imported Thorndale Rose 19th. The visitor is struck with the generally healthy and vigorous appearance of the animals at the Niagara Stock Farm. The herd and its environments are certainly a credit both to the owner and to the manager.

SUPERB SCENERY.

To the dramatic profession, theatrical mechanics, the owners of large halls, and all others who are interested in fine stage settings, a feature of Buffalo transcending all others in direct interest is the mammoth drop curtain and the splendid scenic equipment of the Music Hall stage. The curtain is one of the noblest symbolic art creations in America, while the scenery itself, and all the stage machinery, represent the greatest advances yet made in realistic presentation, wonderful in profusion and perfect in perspective, in proportion, and in coloring. Both curtain and scenery were the work of Noxon, Albert & Toomey, a firm of scenic artists having studios in St. Louis and Chicago, and it is to be regretted that the entire Music Hall stage with all its superb fittings can not be transported to the International Fair grounds, where it would be certain to take first honors. Noxon, Albert & Toomey are likewise painting the scenery and curtain for Levi's new theatre on Genesee and Pearl streets, which, while it will be second in size to the Music Hall equipment, will not be inferior in quality to any stage settings in this country.



THE GENESEE OIL WORKS.

The Genesee Oil Works, where are manufactured high grades of illuminating oils and all petroleum products, are under the proprietorship of J. C. and W. H. Bright, and are located in the 13th Ward of Buffalo, extending from Babcock Street on the east, across Orlando Street to a point one hundred and five feet west of Maurice Street, and from Elk Street on the north to the Buffalo River on the south.

Ground was first broken for the construction of these works on the 6th day of February, 1886, and since then the growing popularity of the product of the refinery has compelled the constant increase of the plant, until now it ranks among the foremost industries of its kind for perfection of appliances and high results.

The thorough business organization of the concern has placed their goods in all the markets of this country and Canada, as well as those of Europe, and this has aided very materially in popularizing the city of Buffalo as a manufacturing center.

The proprietors, watching carefully the growth of the petroleum interests, adopt all approved methods and machines as they are introduced, thus keeping in the front rank and maintaining the high standard of their output.

The ultimate completion of these works depends only on the limits which will be reached in the development of oil refining, and until then their growth will be equal to that of the science.

FURNITURE.

Where Quality is Guaranteed and Competition Challenged.

THE Buffalo Furniture Company, which is located on the corner of Ellicott and Genesee streets, recently passed to the proprietorship of Mr. Charles P. Forbush, and is now all that enterprise and energy can make it. The stock consists of nothing but new goods, with no old shop-worn stock to work off. Mr. Forbush procures his stock from the best factories in the country, giving his customers original designs, fine finish, and the very best workmanship. There are chamber-suites of all kinds and prices; parlor-suites which comprehend a complete line of medium-priced goods; dining-room sets, in antique oak, cherry, and walnut, all low in price but good. He does all his upholstering, and is endeavoring to make a reputation for honest work.

Lines of samples and estimates will cheerfully be furnished on application. If you wish anything in the line of lounges, desks, fancy chairs, wardrobes, folding beds, reed and rattan chairs, there is no better place in the city to make purchases than at the Buffalo Furniture Co.'s store.

It is easily accessible by street-car, and only a few steps from Main Street. Visitors to the store are welcome, whether they wish to purchase or not, and they will be shown through the different departments and quoted prices, that comparison may be made with those of other dealers.

Mr. Forbush challenges competition with any dealer in Buffalo, and is prepared to guarantee satisfaction in every case.

BY THIS WE LIVE.

How the Grocery Trade Has Grown up by Feeding the People.

THE grocery trade is the one enterprise which marks accurately the growth of a city. People indulge in tombstones or silk dresses at odd intervals, but tea and coffee, sugar and eggs, are consumed in direct proportion to the number of inhabitants. For a substantial proof of local advancement we have but to look at the success of the first-class grocery-houses of the city.

In 1865 the senior member of the flourishing firm of Baker Brothers, Mr. W. H. Baker, offered his services to many grocers in this city, and although willing to accept any position at almost any wages in order to learn the business, he was unable to find the desired opening. Having decided, however, to engage in the trade, he bought a limited stock of groceries of Miller, Greiner & Co. and placed it in a small store on the corner of Eagle and Ellicott streets. That first stock was all bought at one load. To-day it would take more than 30 such loads to fill their splendid store at 397 Main Street, corner of Chippewa.

In 1873 the present partnership was formed, the firm consisting of W. H. and A. D. Baker. From small beginnings has arisen a splendid business, which has few superiors in Buffalo, either in quantity or quality of goods handled.

For many years Baker Bros. have made a special study of teas and coffees, and their large and increasing trade in these articles shows that their efforts to give the best possible value are appreciated. The extent, quality, and variety of their goods are well known, and their customers are recognized as among the best class of Buffalo's citizens.

APPETIZERS.

How Their Extensive Wholesale Manufacture is Carried On.

THE Vinegar and Pickle manufacturing establishment of which Mr. John L. Kimberley is proprietor, was founded in 1868, and has been in successful operation ever since.

The first factory occupied was on Hanover Street, whence the growth of the business required its removal to Chicago Street. In 1882 Mr. Kimberley took possession of the present plant, a group of buildings entirely covering a lot of 175 x 100 feet. Here from 20 to 25 workmen are employed, and an extensive wholesale trade is carried on.

Cider and white-wine vinegars are manufactured at the rate of about 50 barrels per day. The manufacture of pickles, one of the chief branches of the business, is managed on a grand scale. The entire pickle crops of about 200 acres of land in Niagara County (chiefly near Lockport and La Salle) are contracted for, and manufactured into every popular form of appetizer for the local and export trade.

The entire business of this house is with jobbers, and no retailing is done. Goods are exported to the markets of New-York, Pennsylvania, Ohio, and even Indiana.

RUBBER GOODS.

A Great Trade Built Up in Rubber and Leather Specialties.

THE Buffalo Rubber Company was established in 1886 and is the outgrowth of the business established in 1873 by Mr. G. D. Barr. Mr. Barr was a practical manufacturer of leather belting and jobber of heavy rubber goods. He therefore brought to the management of the new concern a knowledge and experience which coupled with his executive ability was sure, in the long run, to bring a solid success.

The Buffalo Rubber Co. is the successor of the old leather firm of N. H. Gardner & Co., which came into commercial life in 1853. N. H. Gardner & Co. carried on the business prosperously for twenty years. It was therefore a healthy and increasing business which was turned over to Mr. Barr in 1873. Until 1877 the business was carried on under the name and style of Barr & Curtiss in the John T. Noye building on Washington Street. Subsequently the firm removed to the Terrace in the large building erected in 1880. The business continued to increase and prosper. It was not long before the fact that a new building must be secured to accommodate the rapidly growing trade became evident.

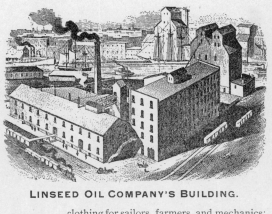
The business sagacity of Mr. Barr led him to choose a site farther uptown and more directly in the line of trade. In 1886 the change was made. The building at Nos. 204 and 205 Main Street, formerly occupied by W. H. Glenny, Sons & Co., was secured and after thorough refitting was occupied. The building was in fact substantially rebuilt for the use of the Rubber Company, and is now a seven-story structure, containing all of the conveniences of a modern business block. It is supplied with an electric-light plant, steam-heating apparatus, elevators, and all appliances necessary to the expeditious and economical handling of a large trade. It is conceded by the trade that the Company has the best-appointed and best-arranged rubber store in the United States. This statement is not made with any desire to exaggerate, but simply as a well-attested fact. Besides selling its own goods, the Company acts as agent for two other companies, and therefore can supply any class of goods known to the trade.

The Goodyear India Rubber Glove Manufacturing Company and the Boston Belting Company are both represented by the Buffalo Rubber Co. The Goodyear India Rubber Glove Manufacturing Company is acknowledged by those conversant with the subject to manufacture the finest goods in its line in the country. The Goodyear Company's boots and shoes are recognized as the best, and it frequently happens that the demand for them in a given place is greater than for all other kinds combined.

The Boston Belting Company makes a specialty of rubber belting for machinery and of every description of rubber goods for mechanical and manufacturing purposes. The effectiveness and durability of machinery is largely dependent upon the quality of the belting. A belt which stretches or comes off is not only an annoyance and a time-waster, but it racks the machinery and wastes the power. The Boston Belting Company has long been recognized as the manufacturer of the highest grade of rubber belting known, belting which embodies all the requisites of durability, firmness, and tenacity. Mr. Barr's house has for some time been the agent for this company, and the trade which he has done in rubber belting has been so large as to give him practically the main business of the city and vicinity. With but one exception, every elevator put up in Buffalo in the last five years has been supplied with the Boston Belting Company's belt, and there is yet to be received a single complaint relative to its quality. The large addition to the Wilkeson Elevator is to be supplied with belting of this manufacture, and several elevators which are replacing their old belting will do so with the belt of the Boston Belting Co. Mr. Barr will have this belting on exhibition at the International Fair, in common with many other articles.

In Rubber Clothing and Druggists' Sundries this company takes the lead, having built up its trade by carrying the best goods of the most reliable manufacturers in the country, and refusing to allow any other kind to be put in stock. This system has been pursued in every branch of the business.

The stock carried by the Buffalo Rubber Company is as varied as the line in which the firm deals will permit. Leather and rubber hose of all kinds, from the half-inch garden tube to the six-inch pump feeder of the lake steamer; belting, from the sewing-machine size to the ponderous band which transmits the power of a Corliss engine; garments for men, women, and children; clothing for sailors, farmers, and mechanics; boots for hunters and coast guardsmen; and, in short, all of the products which the ingenuity and inventive genius of man has been able to manufacture from the gum of the caoutchouc tree.



LINSEED OIL COMPANY'S BUILDING.

LINSEED OIL.

Its Manufacture is a Large Industry in Buffalo.

ONE of the many manufactories attracted to Buffalo by her unexcelled shipping facilities, and which have done much to build up that portion of lower Buffalo known as "The Island," is the linseed-oil works of The Kellogg-McDougall Linseed Oil Company, a corporation which has succeeded the firm of Kellogg & McDougall. The works were established in 1879 by Spencer Kellogg and Sidney McDougall. They are admirably situated for transportation facilities, on Hatch Slip, Ganson Street, and the Buffalo Creek Railway. When the first established the works consisted of a linseed-oil mill alone, and the amount of seed used was 350 bushels a day. The business has now developed to the consumption of 1,600 bushels of seed a day, and a daily output of 80 barrels of oil and 30 tons of flaxseed cake. A broom factory has been added to the plant within the past few years, and an oil, paint, and varnish works has been established on Elk Street just east of the Atlas Refinery within the past year.

The plant of the linseed-oil works on Ganson Street is pictured in the accompanying cut. It covers an area of about two and a half acres, has a water front of 200 feet, and comprises seven buildings: the oil mill, a storage-transfer elevator, a seed store-house, tank-houses, broom factory, bleach-house for broom-corn, and engine-house.

The elevator has a capacity for elevating about 8,000 bushels an hour, and a storage capacity of 50,000 bushels. One hundred thousand bushels of seed can be stored on the premises, and generally 200,000 bushels more are stored in outside elevators to supply the mill through the winter. Power is furnished by three engines: one for the elevator, one for the mill, and a third for the broom factory. Seed is brought by lake propellers to the slip on one side; oil and seed-cake are shipped by the railroad on the other. Most of the flaxseed comes from the West. A member of the Chicago Board of Trade acts as agent and buys seed from farmers in Dakota, Minnesota, Kansas, and Nebraska. When the domestic crop is short, Indian seed is imported from Calcutta. The process of making linseed oil consists chiefly in the application of a severe hydraulic pressure (400 tons) to the raw seed. This work is done entirely by machinery, as is also the case in the handling of the material and the products. The products which issue are oil and seed-cake. The oil is cleansed and furnishes the chief ingredient of paints, varnishes, etc. The cake is nutritious food for cattle.

The Kellogg-McDougall oil-works sell their oil in all quarters of the globe. About all the linseed-oil used in Buffalo is made by them. The seed-cake is little used by American farmers, who do not seem to appreciate its value. Ninety per cent of this output is exported in cake to England and placed by a London agent retained on salary by the Kellogg-McDougall Oil Company. The other tenth is ground and sold for home consumption. It is very fattening, containing a large percentage of albumen. England consumes about 750,000 pounds of it annually; the United States about 5,000 pounds. Eight agents are employed by the company in this country selling oil and brooms.

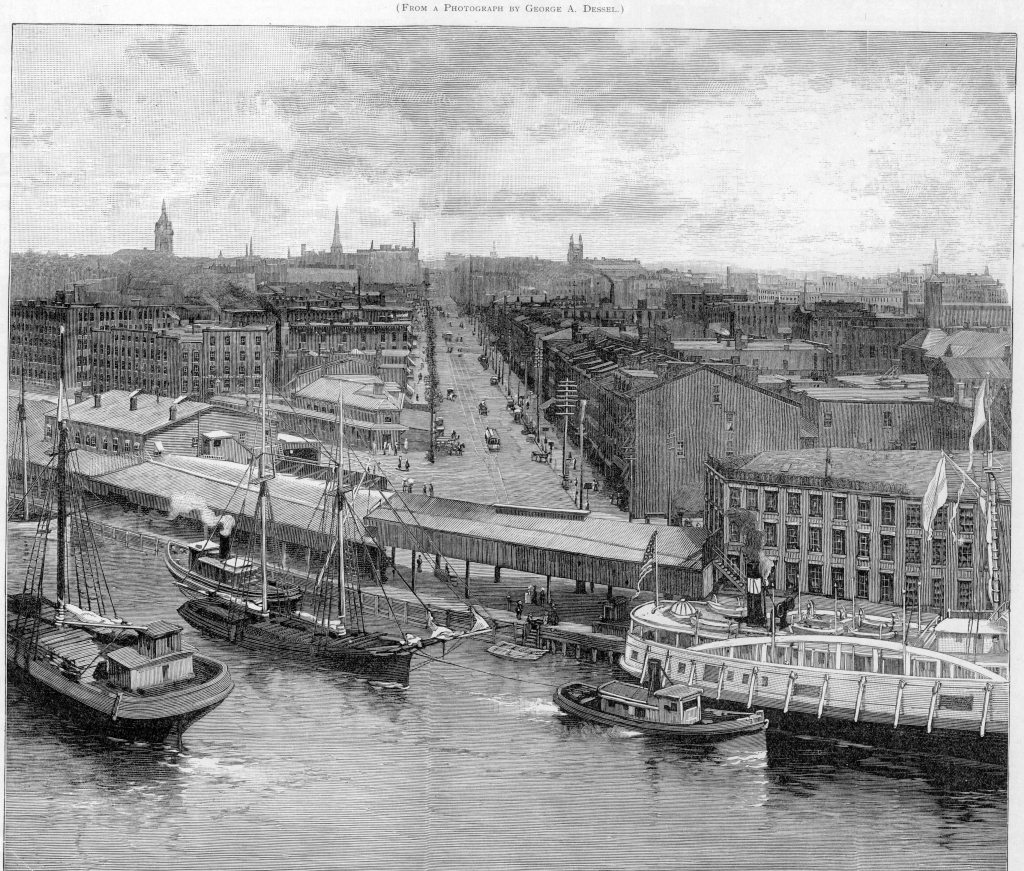
The manufacture of linseed oil is a process demanding skillful treatment to secure fine results. Mr. Kellogg is a practical chemist, and possesses a life-long experience in oil-making, his grandfather having been a manufacturer in the East and having taught him the business. A laboratory is located on the premises, where experiments are conducted. By a process which Mr. Kellogg has just perfected, after labors extending over a period of four years, a finer grade of oil is being made than any other on the market. Two grades of linseed oil are recognized: Domestic and Calcutta, the latter made from imported seed and considered superior because the seed is dryer and gives less moisture to the oil. Mr. Kellogg has developed a third grade, which he calls "aged oil," which possesses the clearness and purity of oil in which all foreign matters have been precipitated and drawn off. This clarifying or "aging" process is conducted at the Oil, Paint, and Varnish Works on Elk Street, which are just opened. The oil is transported from the mill to the Elk-street works by the Buffalo Creek Railway, which connects the two plants. Eventually fine paints and varnishes will be made from "aged oil," and it is expected they will secure eventual supremacy with the trade. This "aged oil" is now sold to oil-cloth and patent-leather manufacturers, and is meeting with great favor in the market as far as introduced. This branch of the oil-company's works is yet in its infancy. Much may be anticipated from it.

The broom factory is a separate institution, though managed by the same company. The factory is supplied throughout with machinery having a capacity of 250 dozen brooms a day. The broom-corn is obtained from Illinois, Kansas, and Nebraska, and is bought in car-load lots. One hundred and twenty-five hands are employed in this factory. The output is sold in small orders throughout the States.

It may thus be seen in this brief review of the works of the Linseed Oil Company that this industry is one of the most prominent interests of the city, though less talked about than some others. It is one of the largest mills of its kind in the country, and its pre-eminence is established by the quality of its products superinduced by intelligent and careful management. Nothing is needed to insure the continued prosperity of this concern except the retention of a Protective Tariff which shall stimulate the raising of domestic seed and the purchase of home-made oils.

MAIN STREET, BUFFALO, AS SEEN FROM THE LYON ELEVATOR.

(FROM A PHOTOGRAPH BY GEORGE A. DESSEL.)



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E. H. HUTCHINSON'S NEW FLATS, MAIN STREET.

GLITTERING HOARD

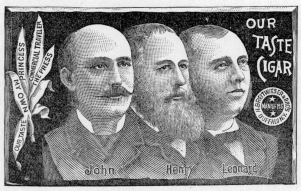
Of Diamonds, Watches, Jewelry, Sterling Silver-ware, etc.

THE Jewelry store of T. & E. Dickinson, at No. 254 Main Street, is one of the handsomest in Buffalo, in any line of business. The long show-cases filled with sparkling gems and the rich heavy cabinets along the walls, in which many a rare vase and parlor ornament of gold and silver can be seen—the whole arrangement of this store, in fact, betokens the best of taste.

The business was established by Mr. Thomas Dickinson in 1849, in a store on Main Street opposite the old Phœnix Hotel, now the Tifft House. Mr. Dickinson moved to his present quarters in 1865, at which time the firm-name was changed to T. & E. Dickinson, Mrs. Elizabeth Dickinson taking a part interest in the concern.

The store has been enlarged since that time to accommodate the growing business.

This house is said to carry the largest stock of jewelry between New-York and Chicago. An unusually large assortment of diamonds can be seen here, as well as fine watches, clocks, and sterling silverware. The firm does all its own diamond mounting, and carries on some other branches of manufacturing besides, and makes a specialty of repairing of all sorts. Any one in search of fine goods in the jewelry line can do no better than to make Mr. and Mrs. Dickinson a visit.



H. BREITWEISER & BROS.

In the above group we present the members of the well-known firm of H. Breitweiser & Bros., Manufacturers of Cigars and Jobbers of Tobaccos. The senior member, Henry, originated the house in 1862 in a humble manner, working by himself. In 1869 he located at Nos. 452 and 454 Main Street, which are the present headquarters of the firm. In 1871 the firm was formed. The business has grown till it now has over 100 men in employ and enjoys an enviable reputation.

Their various brands are generally known to smokers, such as "Our Taste," which has had a steadily increasing trade since its origin in 1871; also, "My Own Brand," which dates back to 1862, and there are few smokers who are not familiar with the delicious aroma of this cigar. In the past years the firm have added such brands as "The Press," the "Commercial Traveller," "La Rosa," and with commendable enterprise have, in honor of the present Exposition, made a very desirable cigar, and styled it "The Exposition," which may safely be recommended as a good smoke for ten cents. The following brands of five-cent cigars are equally well-known: Spanish hand-made "Flor de Cuba," "5 Penny Weight," "Our Delight," "Royal Concha," "Sweet Clover," "Mutual Friend," "Game Bantam," "Buffalo Lily"—and numerous other brands which can be found in every city, village, and hamlet in Western New-York, Northern Pennsylvania, and Ohio, seven salesmen being constantly on the road.

One of the secrets of the success of this firm is the quality of their goods, which are manufactured from the best Connecticut tobaccos, as well as the finest Vuelto Havanas. To secure the best domestic goods, the firm purchase from the farmers in Connecticut and pack the tobacco in their own warehouses in Danbury and Hartford, thus securing a uniform grade of leaf, which is a great requirement for the successful manufacture of cigars.

Outside of their increasing cigar trade, the Breitweiser Bros. are the leading jobbers of tobaccos in Western New-York, handling all the leading brands in the country. They have also become identified with the Buffalo Tobacco Works, of which Mr. Henry Breitweiser is President, and though a comparatively new enterprise in this city it has a promising future.

DURABLE ROOFING.

The Good Work that is Done by a Young Contractor.

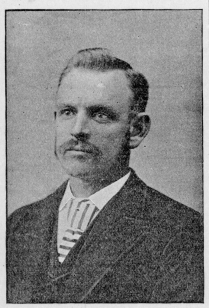
FREDERICK A. MENGE is one of the young hardware dealers of the city who is doing a large and profitable business. Mr. Menge was born in this city some 26 years ago and has always made Buffalo his home. When he entered business on his own account he was 22 years of age. He started as a tin, copper, and sheet-iron worker and stove and general hardware dealer, and has followed these lines of business ever since. He opened his establishment in 1874, and since that time has enjoyed a large trade and patronage. Mr. Menge, although a dealer in general hardware,

makes a specialty of contract work. He does a large amount of business in this way, and the specimens of his work as shown by the galvanized cornices, sky-lights, and slate-roofing which he has made prove that he cannot be excelled in this special line.

Mr. Menge has won a reputation among the architects of the city as a reliable contractor, and his services are in constant demand. Among other patent appliances which he sells Mr. Menge is the sole agent and manufacturer for the counties of Erie, Niagara, and Genesee, of the celebrated Bickelhaupt sky-light. He is also the agent for S. S. Jewett & Co.'s stoves and ranges, and a large supply of them is always kept in stock.

At the present time Mr. Menge has several large contracts on hand. Among the contracts for roofing which he has lately finished are the following: Buffalo Co-operative Brewing Company's brewery, the German-American brewery, Peter Hoffman's milling-house, the Buffalo Union Chapel, A. J. Ralnor's store, J. F. Eberhardt's livery stable, Public School No. 24, and Jacob Dold's shipping-house.

Mr. Menge's place of business is at No. 484 Genesee Street. Every one who is contemplating the use of slate, tin, or iron roofing, or who is in need of a stove or of hardware of any description, should obtain Mr. Menge's prices before making a purchase.

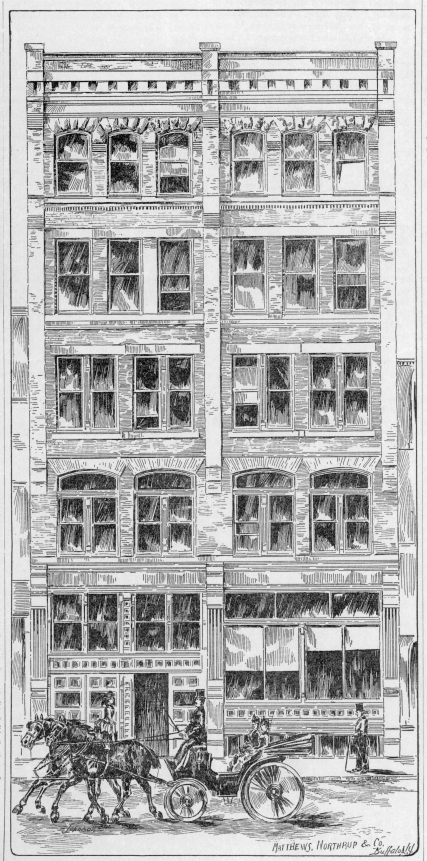


FRANCIS T. COPPINS.

Mr. Coppins is an example of the enterprise of Buffalo's younger generation. He was born in Toronto, Ont., only 38 years ago, and is now the sole proprietor of the largest painting and frescoing establishment between New York and Chicago. Mr. Coppins went into business with his father in 1871, and assumed entire control of the concern in 1885. His commercial ability can be easily judged from the fact that his business has doubled each year for the last five years.

Mr. Coppins makes a specialty of church frescoing and mural decoration. He has just finished work on the large Lutheran Church on Michigan Street, and has taken the contract for redecorating Asbury Church. Some of the finest houses in the city owe much of their interior beauty to Mr. Coppins's skilled workmen, such houses as Mr. Harry Hamlin's, Mr. Pardee's, Mr. W. D. Olmstead's, and Mr. Frank Hamlin's. The interior decoration of the new Barnes & Hengerer Building will also be under Mr. Coppins's charge. Deputations from his small army of workmen have been engaged in work in Baton Rouge, La., Chicago, New-York City, and many other places far from home.

Mr. Coppins owes his success to integrity and to enterprise. One of the features of his establishment is a strict civil-service system among the 100 employes, all of whom have to obey what are called the eleven commandments. Here are the first two: 1. Civility, cleanliness, and sobriety. 2. No profane language allowed in the shop or on any job.



E. H. HUTCHINSON'S NEW BUILDING, WEST EAGLE STREET.

"LITTLE JAMIE."

The above charming and life-like picture is from the label of the "Little Jamie" cigars, a brand introduced by E. L. Winship, the widely known and extensive wholesale and retail dealer at No. 11 Terrace, Buffalo. The delicacy of the execution of the portrait corresponds well with the fine work manifested in the goods themselves. This cigar has obtained great popularity; in fact, no other cigar offered in Western New-York at its price has had equal success. With Sumatra wrapper and Havana filler, it is an honest, pure article, made with perfect care and cleanliness by operatives of the first class. It is a five-cent cigar—two dollars per box. It disproves completely the allegation heretofore made by many smokers that one not rank and coarse could not be bought for that money. On the contrary, it may be truthfully asserted, and in the smoking will be found the immediate proof, that it burns evenly and is of grateful flavor—a cigar to please the tastes of the most fastidious. It is unquestionably a better product than nine tenths of the goods universally retailed at ten cents. Try it, and while enjoying a most agreeable smoke you will economize. The "Little Jamies" are on sale by many dealers, and may be had in any quantity, as well as all other smokers' goods and tobaccos of all kinds, at Mr. Winship's establishment—No. 11 Terrace, Buffalo.

J. P. AMES & CO.

Manufacturers of Spanish-made Cigars, Ogdensburg, N. Y.

HAVING become possessed of this short space in Buffalo's Souvenir Number, and business being fairly under way, we take pleasure in saying that our manufacture of Spanish-made cigars is of sufficient importance to describe.

After months of careful search we secured the most select Havanas from the Vuelta Abajo districts, also a number of fine Cuban cigar-makers, and at once began operating as do some factories in New-York. We had confidence that with our facilities in the manufacture, and with our accommodations for receiving and shipping merchandise, we must attain the same high position as our competitors of New-York. We are proud to state that our labors have not been in vain, as each day adds growth to our fast increasing trade on fine Londres and Conchas.

We have prepared and must call attention to our last effort, the "Maple City." It is without doubt, for aroma, style, quality, and excellence of workmanship the foremost brand at "3 for 25" on sale on the continent of America. We also call attention to the following extra fine brands of cigars, all of which we guarantee:

Londres—Especial, Murias, Brittanicas, Grande, Chico; Conchas—Ne Plus Ultra, Regalos, Superiores, Extra, Finas.

All orders given to our agent will receive at all times our prompt and immediate attention.

PETER METZEN, JR.

Mr. Peter Metzen was born in Buffalo in 1850, and after receiving a common school education, supplemented by a short course at Bryant & Stratton's, began his business career as a dry-goods clerk.

By his frugality he soon saved enough to commence for himself, and opened a grocery-store on Virginia Street. This business was not congenial to his tastes, and he wisely gave it up and engaged with the firm—once more as clerk—of Robinson & Korzelius, dealers in wall-paper, etc. Step by step he advanced in the esteem of his employers, and acquiring a thorough knowledge of every detail of the business, until finally, when the old firm was succeeded by the present one, A. Neupert & Company, Mr. Metzen was taken into partnership. He has full charge of the interior decoration department, and it is here that his artistic vein finds full scope.

ANTHONY NEUPERT.

Mr. A. Neupert is one of the busiest men in Buffalo. He is senior partner and financier of the firm of Neupert & Co., importers and jobbers of paper hangings, &c.; he is treasurer and one of the managers of the Buffalo German Printing Association, publishers of the *Buffalo Daily Volksfreund*; he is treasurer and one of the directors of the German and French Catholic Cemetery Association of Pine Hill; he has been for many years director and for several financial secretary of the Best-street German Catholic Orphan Asylum, and besides all these engagements he is a life member of the Buffalo Library, the German Young Men's Association, and several benevolent and other societies.

With all these on his hands, however, Mr. Neupert is never too busy to see his friends or to keep an eye open for a new business enterprise. He is essentially a business-man.

Mr. Neupert was born in Germany in 1839 and came to this country and to Buffalo in 1852. For a while he was a member of the firm of R. W. Bell & Co., but in 1876 he, with other gentlemen, bought out the firm of Robinson & Korzelius, dealers in paper hangings. The firm moved to its present quarters, No. 464 and 466 Main Street, from the old Y. M. A. building, just in time to escape the Richmond Hotel fire.

UNTOLD GOLD.

A Golden Treasury—A Treasure-House Set with Gems.

THE Buffalonians who have never made the acquaintance of young "Tommy" Dickinson must be few and far between. Though still comparatively young in years he has spent a moderate life-time among jewels, watches, and clocks, first with his father and then for himself, the result being that when he talks about jewelry he knows what he says; and best of all he says just what he knows. A blind man might buy diamonds of Tommy Dickinson, and be sure he would get as good a bargain as though he were an expert from Tiffany's.

The general confidence in Mr. Dickinson's ability and candor has enabled him to build up a trade in the finest and most valuable articles, and his beautiful little store at No. 882 Main Street is full of wonders of art.

There is nothing in the line of watches, jewelry, or silverware which cannot readily be obtained there and the obtainer may go on his way with the comforting assurance that his bargain will not occasion him repentance.

CHARLES C. PENFOLD

MANUFACTURER OF

Diamond Emblems AND JEWELRY, BADGES, • • • • • MEDALS

Club and Class Pins, Jewels or Pieces for Prize or Presentation, Designing, Engraving, Enameling, Gold and Silver Plating.

2 and 4 E. Swan St., BUFFALO, N.Y.

GEO. DAKIN. HARRY L. DRULLARD.

EMPIRE STATE M'F'G CO.

WORKERS OF ALL KINDS OF

SPINNING METAL, NICKEL PLATING,

AND MANUFACTURERS OF

COPPER TEA KETTLES, BOILERS, URNS, CUSPADORES, DIPPERS, Etc.

OFFICE AND WORKS: Black Rock, BUFFALO, N. Y.

ESTABLISHED · IN · 1866.

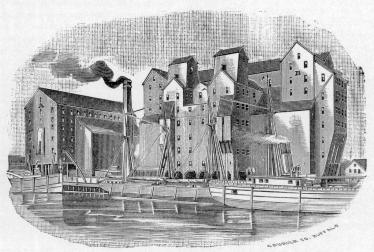
J. B. SWEET & SON,

MANUFACTURERS OF

Children's · Carriages

297, 299 and 301 Niagara Street, BUFFALO, N. Y.

SEND FOR CATALOGUE.

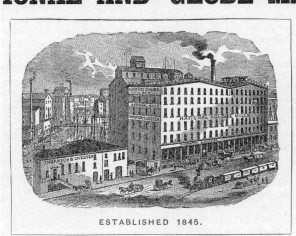


NIAGARA ELEVATORS.

The above is a good representation of the mammoth Niagara Elevators, A., B., & C., on Ohio Street, at the foot of Chicago, George F. Sowerby, manager.

Their capacity is 2,000,000 bushels, with facilities for the transferring of about 100,000 bushels per day. They have the advantage of side-tracks and every convenience for the forwarding of grain. Mr. Sowerby's office is room 44, Board of Trade.

NATIONAL AND GLOBE MILLS.



ESTABLISHED 1845.

"Thornton & Chester's Best"

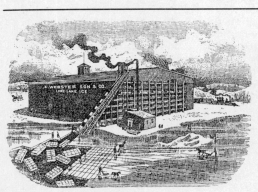
AND

"GLOBE MILLS"

PATENT ROLLER FLOUR.

Our FLOUR can be had at MILL PRICES of any First-Class Dealer in the City.

THORNTON & CHESTER OFFICE, No. 7 BOARD OF TRADE BUILDING, BUFFALO, N. Y.



E. WEBSTER. WM. GERMANN. E. H. WEBSTER. L. S. BANKS.

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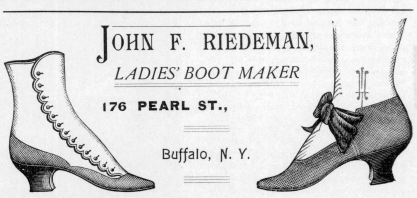
ICE AND COAL

Office, 308 Main St. Depot, Cor. Exchange and Louisiana Sts.

BUFFALO, N. Y.

LIME LAKE ICE.



JOHN F. RIEDEMAN,

LADIES' BOOT MAKER

176 PEARL ST.,

Buffalo, N. Y.

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Buffalo Training School

OF

ELOCUTION, ENGLISH LITERATURE AND INSTRUMENTAL MUSIC

WILL BE HELD

Monday, October 1, 1888

Persons interested may send for invitations and further particulars to

ADELA RIPONT, Sec'y, 51 West Genesee Street.

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Manufacturers of

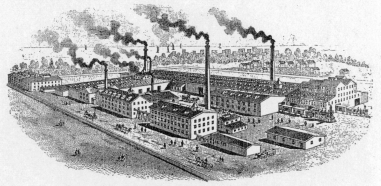
HARDWARE SPECIALTIES

Fine Bronze, Brass, and Gray Iron CASTINGS.

OFFICE AND WORKS: On N.Y.C.R.R. Belt Line, Cross Cut Junction.

F. K. CLARK, H. R. CLARK, *Managers.* *Buffalo, N. Y.*

Crocker Fertilizer and Chemical Co.



View of Works, Babcock Street, East Buffalo, N. Y.

In the very front rank of the manufacturing industries of Buffalo is the CROCKER FERTILIZER AND CHEMICAL WORKS. This business was founded in the year 1873, and has in the 15 years of its existence assumed proportions so vast as to make it a credit to the enterprise of our city. The works occupy about 12 acres, seven of which are covered by the buildings. The main building is 700 feet long, and attached to it are several large annexes. There are also three acid houses, detached from the main building. The last of these was built in 1887, and is a very fine structure, imposing in appearance and capacious and well arranged in its interior. This building is seen in the above view, away to the left-hand corner of the group. A fine addition to the main building was erected this year, and is fitted up with new machinery having the latest improvements for the manipulation of fertilizer material.

On the whole, the Crocker Factory as it now stands is among, if not at the head of, the best-appointed fertilizer factories in the country. The output of manufactured fertilizers is immense, shipments being made to agents covering almost every acre of tillage ground embraced in the territory between Maine and Kentucky and Michigan to Maryland.

To those unacquainted with the nature of this industry, a visit to the Crocker Factory would be a first-class surprise. Pile after pile of the different grades of the manufactured article are to be seen, and the quantity is so immense as to produce on the uninitiated an impression that it would take a long period of time to get it all bagged and shipped. Then pile upon pile of bagged goods ready for shipment are seen, while at other points loom up hundreds of tons of animal blood, dried and ground, somewhat resembling gunpowder in appearance. Again are seen huge heaps of animal meat and bones, dried and ground to fine powder. Still further, piles of bones—skulls, shanks, knuckles, etc., all perfectly clean and dry, ready for the bone mills; heaps of potash; sheds full of brimstone and nitrate of soda, used in the manufacture of acid; and, finally, hundreds of men hurrying to and fro engaged in all kinds of work—weighing, bagging, wheeling, carting, loading, and unloading trains of cars, etc., making the whole scene one of bewildering activity.

From here we pass into the power rooms, where are several large engines and boilers from which the motive power is distributed all through the buildings. Attached to these rooms are the carpenters' shop and smithy, both busy places in themselves. Next we pass on to the acid-house, and still surprises are in store for us. The leaden tanks or chambers in which the acid is condensed are of such immense size as to make one wonder how so much lead could be soldered and held together. The acid-refining house is a separate building, and here may be seen the refining process, filling tanks, carboys, etc. The company have a large trade in acid apart from the fertilizer business, and run their own railroad tank cars.

Reverting to the merits of the fertilizers manufactured by the Crocker Company, it is safe to say that they have made a reputation for Buffalo throughout the land. "Crocker's Honest Buffalo Phosphate" is now a household word in the farming community, and well has it been deserved.

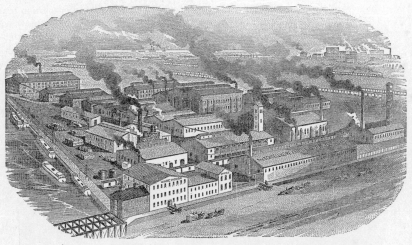
Starting in at a period in the history of fertilizer manufacture when the American farmer knew little of the difference between one brand of superphosphate and another, and oftener than not was made the victim of "misplaced confidence" in this, that, and the other compound which was forced upon him, the founders of the business saw a need to be supplied, and seized the opportunity to supply it. Forthwith was commenced the manufacture of a fertilizer about which there would be no possible deception. A high grade was decided upon; the best materials obtainable were chosen; and under no circumstances was there to be a bag of goods sent out that did not contain the full percentage of plant-food guaranteed. To carry out this fixed purpose, communications were opened at once with the great slaughtering houses in the West. Contracts were made, covering long periods, for the blood, bones, and refuse meat product of the principal houses. Buildings and machinery were also put up at some points by the home house for curing and manipulating the material, and these served as additional supply branches of the Buffalo works. From that time till now Buffalo may be said to have had a monopoly of this best of fertilizer material known to agricultural chemists.

Timid at first, on account of having been deceived so often with valueless compounds sold for fertilizers, farmers were slow to try new goods. The first season's trade was small; but immediately it was found that the goods gave an account of themselves equal to what was promised, the demand increased so rapidly as to make immediate extensions of the works necessary. Season after season the increase in sales has kept up, until to-day the output of the Crocker Factory in purely high-grade goods is larger than that of any other establishment in the same line in the country. Honest goods and honorable straight-forward dealing, together with a thorough knowledge of the business and a complete mastery of details on the part of the management, are the secrets of the success of this great concern.

The officers of the company are: President and General Manager, E. A. Becker; Vice-president and Treasurer, James R. Smith; Secretary, John F. Smith; Board of Directors, E. A. Becker, James R. Smith, Pascal P. Pratt, H. G. Nolton, William H. Walker, Chas. A. Sweet, Edmund Hayes.

THE Schoellkopf Aniline and Chemical COMPANY

Manufacturers of Coal Tar Dyes—Office and Works, Abbott Road and Buffalo Creek.



NO discovery of the present age has had greater influence upon textile manufactures than that of the chemical properties of coal tar, from which are obtained many of the most brilliant dyes now employed. Not only has this discovery affected beneficially the beauty of all goods worn in our time, but the prices have been greatly reduced thereby on all fabrics, and thousands hitherto debarred by want of means from indulging their taste for texture and color are now enabled to revel in all the hues of the rainbow and in the richest weaves, because of the cheapening of materials and processes directly or indirectly brought about as the near or remote consequences of the introduction of aniline dyes.

The Schoellkopf Aniline and Chemical Company's works for the production of these dyes are the most extensive of the kind on this continent, and their reputation for high-grade dyes is unsurpassed by that of any similar concern in the world. These works, at the intersection of the Abbott road and Buffalo creek, were erected by Mr. J. F. Schoellkopf, one of Buffalo's most conspicuous citizens and business men, in 1879, and have since been greatly enlarged and improved. The company as it now exists was organized and incorporated in 1881 with a working capital of $350,000, with J. F. Schoellkopf, president, who is also actively interested in many other important business enterprises, including the manufacture of leather, brewing, milling, etc., and director of several leading corporations and banking houses. He has resided in Buffalo for fifty years, and has done as much as any other one man toward developing her material interests.

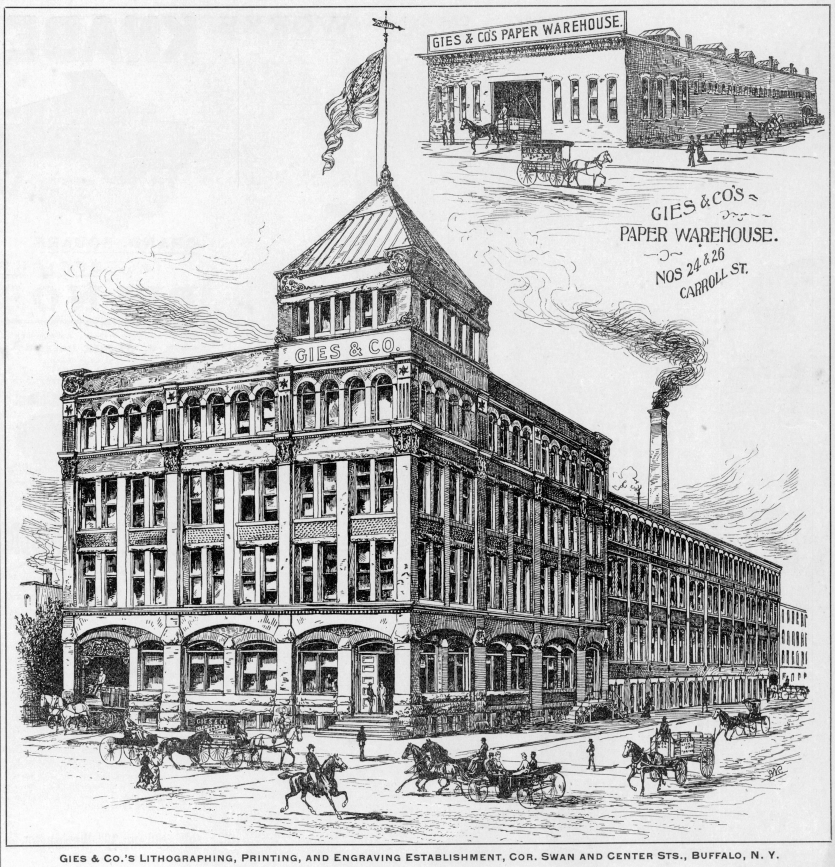
The aniline and chemical works occupy a most favorable location with reference to the delivery of materials and the shipment of finished products. The plant embraces about six acres of land, upon which have been erected 22 distinct one, two, and three-story substantial brick buildings, equipped in every department with the best and latest improved machinery and apparatus, several powerful steam engines, and everything required to render the establishment complete. One hundred and sixty men are employed, and wages are paid to the amount of $7,000 monthly. The shipping facilities are all that could be desired, and embrace, besides the Erie Canal, which bounds the works on one side, switches and side-tracks from the Lackawanna, Nickel-Plate, and Buffalo Creek railroads, the latter communicating directly with all roads entering the city. The sales made—principally to the cotton, woolen, and silk manufacturers of the East, aggregate $500,000 per annum.

There are many shades of each standard color, as all are aware, as reds, violets, blues, yellows, oranges, browns, scarlets, etc., and it requires a high degree of skill in chemistry and mechanics to produce these of satisfactory character as regards brilliancy and durability: hence the necessity for employing the best talent procurable. All processes are of course secret, and the company own patents upon some of the colors, not a few of which were devised by their own accomplished head-chemist, Dr. Koehler. This house manufactures all the colors and shades required by dyers, together with various acids and salts for the trade.

The company make a specialty of dealing direct with consumers, and for the convenience of their many customers they have established selling agencies at

No. 3 Cedar Street, NEW-YORK CITY, ...
. . . . and 103 Milk Street, BOSTON, MASS.,

at both of which places a full line of the company's goods are kept in stock.



GIES & CO.'S LITHOGRAPHING, PRINTING, AND ENGRAVING ESTABLISHMENT, COR. SWAN AND CENTER STS., BUFFALO, N. Y.

PRINTING TRADE.

Its Various Branches Under One Roof.

An Extensive and Remarkably Complete Buffalo Concern.

Comparatively few Buffalonians are aware of the extent of the business carried on by the great printing and lithographing house of Gies & Co. in this city. Their splendid establishment, a substantial brick and stone block at the corner of Swan and Center streets, is well shown in the accompanying illustration, as is also their paper warehouse on Carroll Street. This establishment has not only grown with Buffalo and felt the influence of the "boom," but its products in turn boom the railroads, and the various home industries; they go north, south, east, and west, and spread the fame of Buffalo wherever they are found.

In this building, containing nearly 45,000 square feet of floor space, are carried on the various processes of book and job printing, lithographing, wood-engraving, electrotyping, etc. The firm have long had a high reputation as lithographers, in which business they started in 1874. In the rapid growth it was found necessary to add book and job-printing departments, and in fact to maintain a complete establishment. The head of the firm, Mr. Charles Gies, has been in the business 33 years, and had not only a practical knowledge of the various details, but experience had taught him how to lay out a great printing plant. So admirable is the result in this establishment that printers and lithographers from other cities who contemplate building frequently come to Buffalo and inspect the works of Gies & Co., which for completeness and convenience may well be taken as a model.

Starting in a small way, a few years ago, in the job-printing department, the firm has gradually come to make a specialty of fine illustrated catalogue and pamphlet work, and has developed as large and complete a printing establishment as there is in the State. In the job-press-room, which occupies the first floor of the rear extension, and is 60 by 110 feet in dimensions, are eleven power presses, nine of them cylinders, and all of Hoe's latest make. To excel in the class of work for which this firm has won a high reputation, expert pressmen are required—men thoroughly familiar not only with the running of presses, but with the "over-laying" and other steps of "making ready" for fine press-work. Only the most expert pressmen are employed.

The job-composing room, on the third floor of the main building, is one of the finest in the country. It is splendidly lighted and arranged, and is constantly stocked with the newest and most desirable styles of type. To correspond with their artistic work in other departments, the display type-work is required to be as artistic and attractive as the most accomplished compositors can make it.

One great advantage enjoyed by the type-working department is its association with the artistic facilities of the lithographing department, as can be readily seen. In lithography this firm's work is so well and widely known that little need be said of it. Its fine color-work has a national reputation; it is conceded to do some of the finest color-work known to the trade, and few firms undertake to compete with it. Its reputation for lithographic office stationery is unrivalled. It draws work of this class from the largest cities, even from New-York, Cincinnati, and other famous lithographing centers, and probably does more office stationery work than any other house in the United States.

The secret of this great success lies in experience, in the employment of first-class workmen, and in careful attention to every order in all of its details.

The lithographic press-room, on the second floor of the rear extension, is well-equipped. It contains 12 Hoe presses, having all the latest improvements. It is the custom with this firm, in all of its departments, to introduce the latest improvements in all of its machinery, as soon as they are proved to be desirable. It emphatically keeps up with the times. Its lithographic pressmen are men of long experience and exceptional ability. A good lithographic pressman must be a good deal of an artist, and none but genuine artists in this line are here employed.

The same may be said of the men in the extensive lithographic transfer room, on the third floor of the rear building. It is in the details of this delicate transfer process that many lithographers are weak. It is a work that needs training and the nicest attention. Gies & Co. insist on the same degree of perfection here as in all branches of their busness.

The art department is as remarkable as the rest of this model establishment in point of equipment. There are employed about 30 designers, artists and engravers, each chosen for his proficiency in his particular branch of art. Several excel in drawing the female figure, and their beautiful work adorns many an office and home the land over; others are happy at landscape, and still others excel in mechanical drawing. Such an artistic corps makes it easy to fill the widest range of orders, and all kinds with equal excellence, because only the best is sent out.

It is a far easier thing for a lithographing firm to submit to customers an attractive design than it is to print and deliver an edition of the work which shall be up to the original copy; for that takes artists not merely for paper work, but for reproduction on the stones. A great drawback in the business is that competing firms are apt to submit to a prospective customer designs which they cannot equal on the stone—a fact the customers have often proved by sad experience; yet so expert are the artists on stone employed by Gies & Co. that in many cases the printed work has proved more satisfactory than the artist's original. They have carried artistic lithography to the highest degree of perfection yet known.

Another model department of this interesting establishment is the bindery, which occupies the top floor of the rear extension. The proprietors have found it necessary, in order to make their book and job-printing business complete, to equip, at great expense, one of the largest—if not the largest—binderies of the country. It has all the latest improved machinery and devices of every kind—folders, stitchers, embossing machines, cutters, hydraulic presses, numbering machines, steam perforators, ruling machines, and—a note-worthy addition—the latest improved pamphlet-cutting machines. An idea of the capacity of this department may be had from the statement that it can turn out—folded, bound, stitched, and trimmed—100,000 pamphlets per day, besides much other work.

As the printing business grew the wood-engraving department developed, until now it is unexcelled in the city. This work is carried on in admirable quarters on the fourth floor of the main building. Here too, as with the designers, are specialists for various kinds of work. For wood-engraved illustrations of machinery, agricultural implements, etc., this firm enjoys the very highest reputation. The various processes of photo-engraving, electrotyping, etc., are also carried on with the same excellent facilities and to the same good results which characterize everything this firm undertakes.

The employes of Gies & Co. number from 250 to 275, varying with the season. The several branches of the work occupy the entire building except the first floor front, which is devoted to handsome offices. Mention must be made of the firm's paper warehouse on Carroll Street, 55 by 125 feet, where a very large paper stock, especially of stationery, is carried, and where the delivery wagons are kept.

The man who is at the head of this great business is Mr. Charles Gies, President and General Manager of the company; Mr. Charles F. Roehsler is Vice-President, Mr. S. H. Cowles is Secretary and Treasurer, and Mr. Fred N. Boughton is Assistant Secretary. The present building was first occupied in 1886. In the past few years the business of the firm has greatly increased, and it is to-day one of the foremost of the progressive institutions of which Buffalo is so justly proud.

First Class. • • • Established 1857.

Gallery--No. 456 Main Street.

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COLD SPRING,

Is one of the Attractions visitors to the Fair should not miss.

SPECIAL PRICES ON

Watches, Jewelry, Silverware, Gold Pens, Opera Glasses, Clocks, Spectacles, Musical Boxes, Harmonicas, Violin and Banjo Strings and Trimmings,

Books, Albums, Stationery, Blank-Books, School-Books, Pads, Pencils, Base Balls, Sheet Music, Pocket Cutlery, (Warranted) Magazines, Daily Papers,

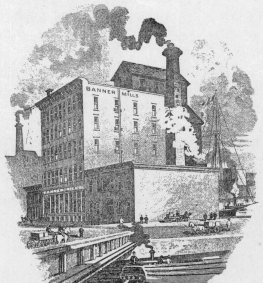
AND "SIGHTS MORE."

E. R. WHITE.

THE FAVORITE PAPER.

THE ILLUSTRATED SUNDAY EXPRESS has no rival as an artistically-illustrated weekly journal and daily newspaper combined. It was good at the start, and has never stopped growing better. It is the favorite paper in Western New-York, Pennsylvania and the Province of Ontario. From 12 to 24 pages. Try it. $2.50 per year.

"THE IDEAL FLOURS"



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To give perfect satisfaction, sells it at mill prices. FLOUR Try it.

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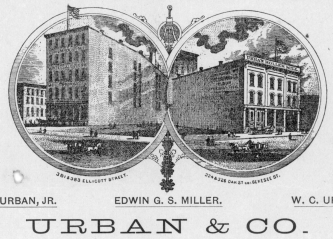
Urban = Roller = Mill.



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MILL! 381 AND 383 ELLICOTT STREET.

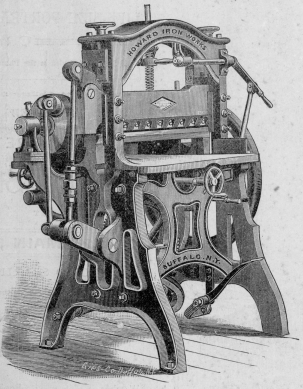
OFFICE AND WAREHOUSE, 324 and 326 Oak Street, cor. Genesee.

BUFFALO, N. Y.

THE HOWARD IRON WORKS

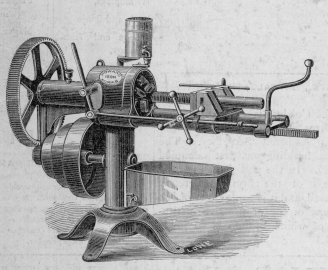
Is one of the oldest and most prominent concerns in this city, dating back as far as 1849.

In 1875 it was incorporated under the laws of the State, its officers being: R. L. Howard, President; Erhardt Schlenker, Vice-President; Peter P. Burtis, Treasurer, and Henry Bull, Secretary. It is located at the corner of Chicago and Granger streets, occupying a plat 100 by 700 feet.

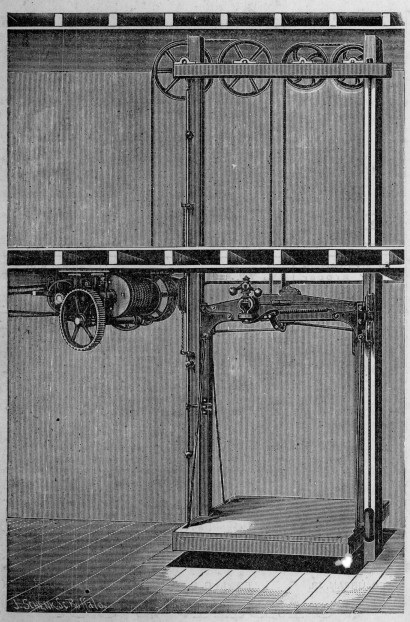


"DIAMOND" SELF-CLAMP PAPER-CUTTER.

The works are run by an engine of their own design and construction, of 200 horse-power. It drives about 1,000 feet of shafting with all of its huge machinery attached. The foundry has two cupolas, of a melting capacity of 25 tons per day. The concern employs between 200 and 300 men. The principal articles manufactured are Hand, Gear, Screw, and Hydraulic Elevators, for stores, work-shops, hotels, public buildings, &c., of every style and finish; Bolt-cutting machines, Book-binders' and Paper-makers' machinery, consisting of Hand and Self-clamping Paper-cutters, Backing machines, Embossing machines, Presses of Screw and Hydraulic power, machinery for Grain Elevators, Ice Machines for brewers and packing houses, Shafting, Pulleys, Hangers with improved couplings, Tannery machinery of every description, Bench Vises, Set Screws, Field and Lawn Rollers, Park Seats, and Express Trucks.



SCHLENKER'S AUTOMATIC REVOLVING-DIE BOLT-CUTTER.



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GENERAL JOB AND CONTRACT WORK

They solicit and give particular attention. Also foundry work.

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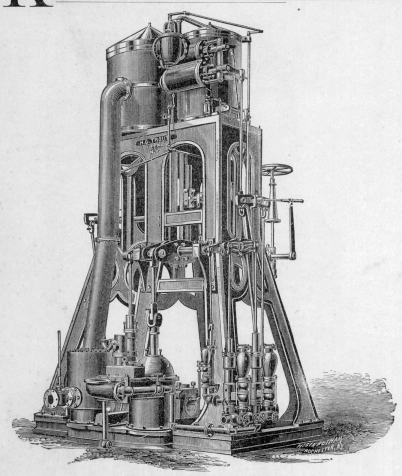


MARINE ENGINE.

The King Iron Works, located at 226 OHIO STREET, of which H. G. Trout is the proprietor, were established about 1849 by Charles Edgerton, J. D. Shephard, and Mr. Watrous, now of the Watrous Engine Works of Brantford, Ont., and were known for many years as the Shephard Iron Works. About 1871, W. J. King, Jr., purchased of the former owners the works, and changed the name to "THE KING IRON WORKS," W. J. King, Proprietor. At these Works the following were manufactured:

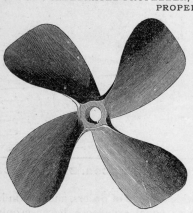
MARINE AND STATIONARY ENGINES, STEEL AND IRON BOILERS, IRON BRIDGES, IRON VESSELS, STEAM SHIPS, And all classes of BOATS, PERRY & LAY COMPOUND ENGINES, AIR AND CUPOLA CASTINGS, PROPELLER WHEELS, ROLLING MILL ENGINES, and many other things connected with Marine work.

About 1873, H. G. Trout, who had learned his trade at these Works, leased the property from W. J. King, and has since operated them. Many of the largest boats on the lakes have been furnished with engines from these works. About 1880 H. G. Trout introduced on the Lakes what is known as his

Fore · and · Aft · Compound · Marine · Engine

The first one being put in the Steam Yacht "Orizaba." At these works are also manufactured

TROUT'S CELEBRATED PROPELLER, TUG, and YACHT WHEELS; also SECTIONAL PROPELLER WHEELS.



PROPELLER WHEEL.

These wheels are shipped to all parts of the United States, Canada, British Honduras, Colon, and are noted for the extra work done over other make of wheels. More were made in the first seven months of this year than were made in the whole of last year, when 250 were built. The following are some of the large boats on the lakes using his engines: Steamers *Nyack, Milwaukee, Rochester, New-York, H. J. Jewett, Boston, Starucca, Portage, Juniata, Lycoming, Lehigh, Wissahickon, Tioga, Clyde, Siberia, C. F. Curtis, G. T. Hope, Calumet, R. J. Packer, Hecla, Fred Mercur, Montaugle, H. E. Parker, J. B. Lyon, Susquehanna, Avon, Australasia, Bulgaria, Britannia, Tug S. D. Cornwell, W. M. Egan, Yacht Falcon, Steamer J. C. Gault, Germania, Yacht Huntress, Tug Mayflower, Str. Montana, Robt. Mills, Yacht New Island Wanderer, Neosha, Yacht Orizaba, Str. Omaha, Pascal P. Pratt, Petosky, C. K. Roberts, Russel Sage, Vance, Wyoming, A. P. Wright, Buffalo, Mary H. Boyce,* and others.

Connected with these works is a large Foundry, where castings weighing 30 tons have been cast. This is operated by H. G. Trout & Co., and castings are shipped to all parts of the United States.

ARCHITECTURAL IRON WORK.

Iron and Steel Beams

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Buildings, Roofs, Girders, Beams, Columns, Fronts, Stairs, Vault Lights, Railings, Fire Escapes, Grilles, and other Plain and Ornamental Iron Work for Building Purposes

Correspondence solicited. Estimates cheerfully and promptly given. Orders executed with dispatch.

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MANUFACTURERS OF

Packing Boxes, Crates, and Box Shooks

FINE DOVETAILED BOXES A SPECIALTY.

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1st-class work of the best granite now to be had in the market, at

Quarry Prices.

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DIAMONDS,

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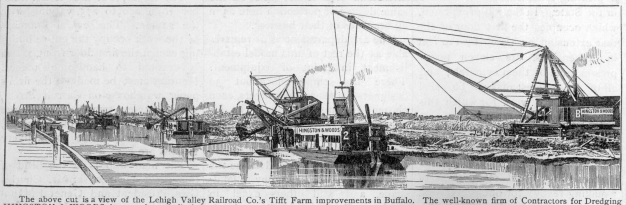
DREDGING · AND · HARBOR · CONTRACTORS

LARGE CONTRACTS A SPECIALTY.

OFFICES: 221 MAIN ST. BUFFALO, N. Y.



The above cut is a view of the Lehigh Valley Railroad Co.'s Tifft Farm improvements in Buffalo. The well-known firm of Contractors for Dredging HINGSTON & WOODS, have performed all of the dredging and filling so far done. There are over two miles of canals, 200 feet wide and 17 feet deep. The above firm have also performed work at DUNKIRK, TONAWANDA, WILSON, OGDENSBURG, and also on the WELLAND and EDWARDSBURG CANALS in Canada.

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As importers and wholesale druggists their stock is replete in every respect, and includes all kinds of chemicals, pure drugs and patent medicines of a reliable nature, everything, in fact, necessary for the thorough equipment of a complete drug establishment.

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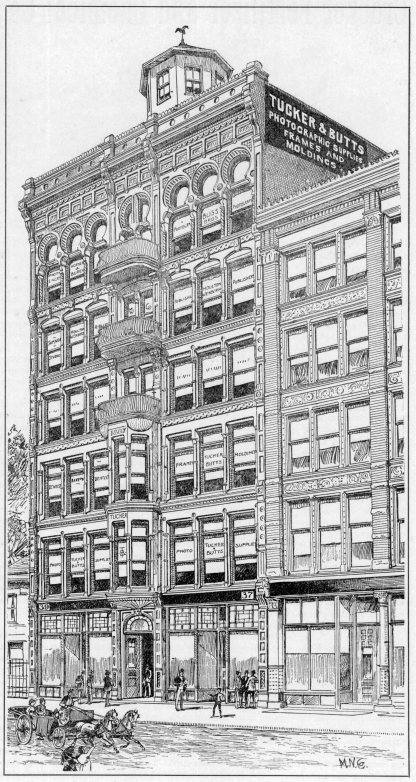

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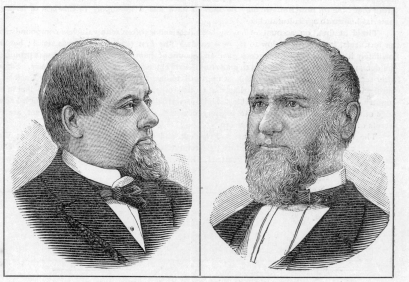

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The well-known Firm of TUCKER & BUTTS occupy the second and third stories of the "TUCKER BUILDING," Nos. 37 and 39 Court Street, Buffalo, with a very large stock of PHOTOGRAPHIC SUPPLIES, which enables them to furnish at manufacturers' prices any style and every variety of goods that the PROFESSIONAL or AMATEUR may desire, and they respectfully solicit a call from any one desiring to see or purchase goods in their line. They also have for reference or sale all the most popular and useful books and publications on Photography, selected with a view to interest and instruct the PROFESSIONAL and the AMATEUR as well.

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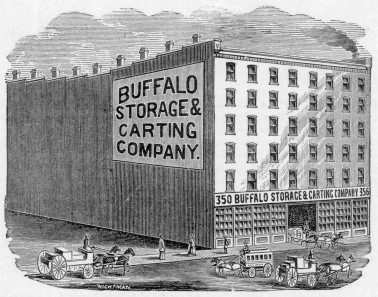

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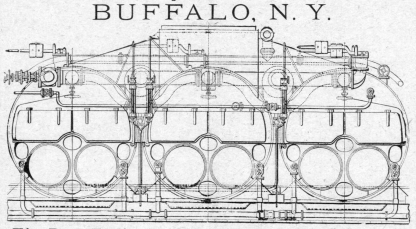

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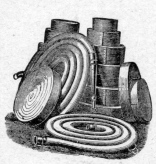

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This brand Belting is used in the principal mills and factories from New-York to San Francisco, and is conceded to be the very best Leather Belting produced.

To Consumers of Leather Belting: We desire to call your attention to the

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We are aware of the prices offered by various makers of oak-tanned belting, and we can furnish grades to meet any competition; but it is not economy to be governed entirely by price in purchasing belt. The *best* is the *cheapest*. We can make from 30 per cent. to 40 per cent. more belting from a given lot of leather, where price is *no consideration*, than where it is of the *first importance to make a perfect belt*, and yet both will look equally well to most men; but in buying the

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Our belts are made from the centre of the heaviest and best selected *pure oak-tanned hides*, and we cut and stretch our leather in narrower strips than other makers, thus making more waste, which does not show in the manufactured belt, but becomes very apparent when put into use. If you want our belting, *call for it*, and don't be put off by accepting an inferior article. *If any dealer can get it for you*, if you insist upon having it. You can, however, *order direct from factory, and all orders will have prompt attention and shipment*. We make a specialty of large *driving belts*, and can furnish promptly all kinds of single and double belting from ½ inch to 64 inches wide. We would like your order for a trial of our belt in the hardest place you have; then, if we suit in price and quality, we would like your trade. We carry a full line of the best quality

RUBBER BELTING, HOSE, AND MILL SUPPLIES

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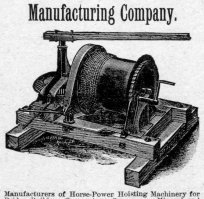

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I attend to handling all Goods myself.

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GUARANTEED TO PLEASE ANY ONE.

ALSO IMMENSE DISPLAY OF

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AT LOWEST

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The Best made; holds the figure erect but does NOT CUT UNDER THE ARMS.

We guarantee a fit or money refunded.

The Shoulder Brace business is our specialty. Send stamp for Circular.

We carry the largest stock and fit more TRUSSES than any dealer in Western New-York.

HARRIES BROS., Druggists, 835 Main St., BUFFALO, N. Y.

B.H.&Co

Some store news of the biggest Buffalo store, of the building, — you get a notion of it on another page— of the men and the women, the organization and the principles, and above all and around all, what these stand for, the merchandise.

The building, the handsomest in the city, the finest dry-goods home between the Eastern and the Western metropolis, full of light and air, built for and adapted to showing things as they should be shown in order to be bought intelligently; hence, a useful building, beautiful and noble enough, too, to predispose you towards merchants and merchandise that inhabit it. Beauty and nobility sacrificed to use. That comes first in labor-saving, time-saving, saving all round, which tells in prices, and prices make the store. Useful, too, in the sense of being serviceable — places to sit and rest, to write and talk, to leave packages and get information. Big, in the sense of having big facilities. Useful, in the sense of having its facilities at your disposal.

The men and the women— that is, the organization. It deals in all sorts of things that go well together—dry-goods and carpets, upholstery and drapery, millinery and shoes. No one man can take in the whole range of its merchandise. It needs a head for each department, and then a head for each division, and buyers back of the whole, and a management with an active, vital connection all the way down. The buyers must know goods. The management must know buyers, sellers, and goods. The sellers must know people, their wants and tastes and requirements, as well as goods. Ignorant customers must be taught. The sellers must do for them what they wouldn't do for themselves, and the head of the whole must teach the sellers. All this makes organization; the individuality—the spirit; the association—the bone and muscle; the result—service.

Building and organization stand for merchandise. Stocks big enough to draw customers from the country over, because they supply their wants, buying from the maker, facing but one responsibility, knowledge of wearing qualities, fashions, changes, and makes, standing squarely for the best without knowing all, because of confidence in its buyers, giving the best in the world for the money, facing losses bravely at losing time, and so keeping up a steady stream of trade the year round.

And the principle? You say "the principle is profit." More than that. Its wisdom is centered on one thing — to keep faith with the people, so that buying and selling goods is the merest fragment of the business. The principle is the means, not the fruit of success. The store stands for perfect service. It works for service and accepts cheerfully such profits as come in the way of diligent and faithful helpfulness.

We expect the newer and larger home will be ready for your presence October 1st. It will be your meeting-place, resting-place, and waiting-place, as well as store. It will be filled with lookers as well as buyers. It will try to make itself nearer like home than any other place outside your own door. Our talk is what we mean it to be. You will realize how near we come to our hopes.

B.H.&Co

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CAPITAL, ... $250,000

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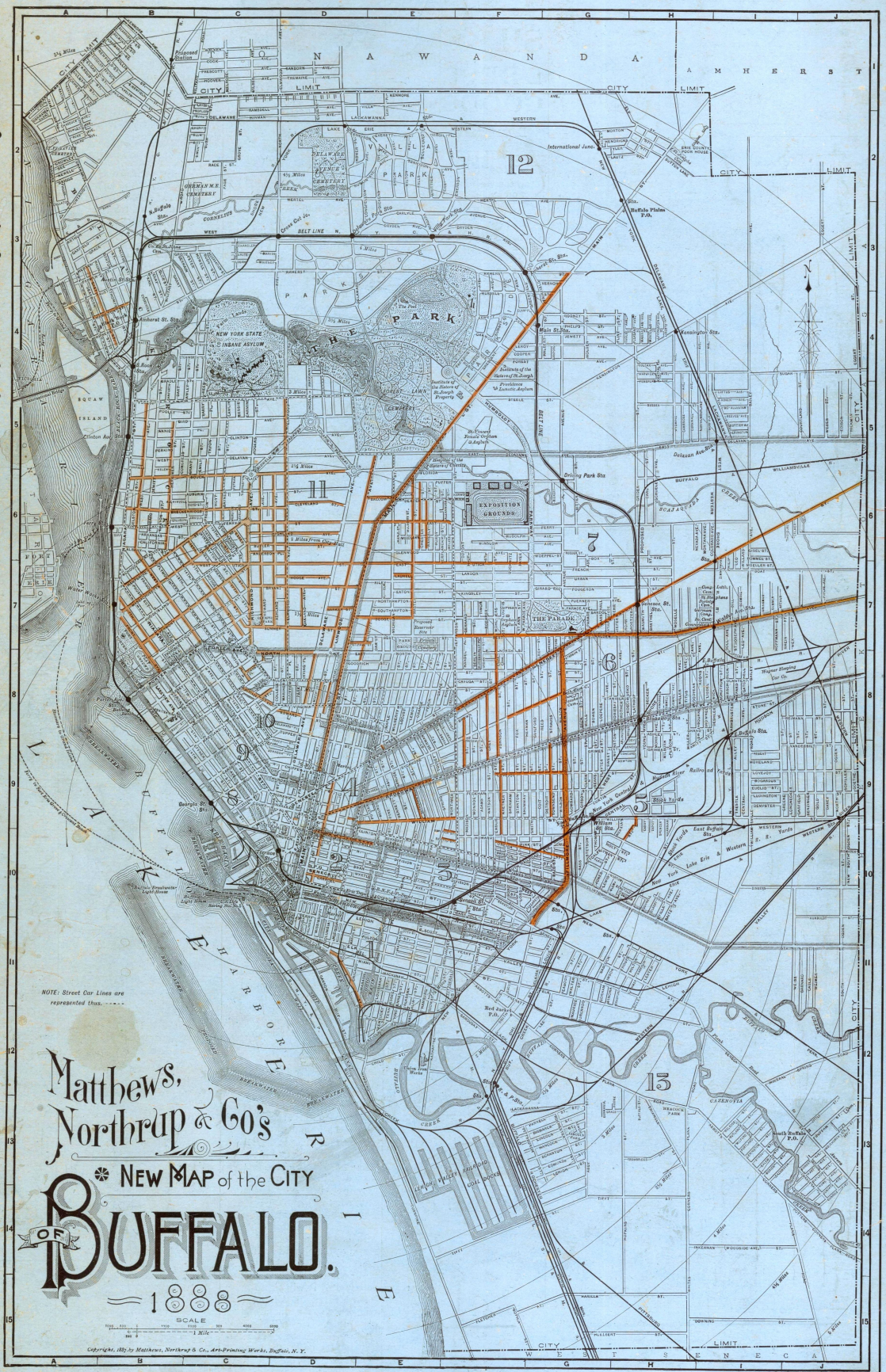
ASPHALT PAVEMENTS.

Year.	Street.	Limits.	Square Yds.	Lineal Feet.
1878.	Delaware	Virginia to North	3,286⅔	1,990
1879.	Franklin	Tupper to Allen	7,264	1,957.20
1881.	Bryant	Richmond to Allen	8,876	2,853
1882.	Linwood Ave.	North to Ferry	22,535⅓	4,894
"	Bryant	Delaware to Main	3,062	953
1883.	Utica	Richm'd to Jefferson	23,510	7,216
"	Front Avenue	Porter to Bank	11,323	2,525
"	Pearl	Virginia to St. Louis Church	982	293
1884.	Vermont	Front to Richmond	15,689	4,706.5
"	North	Delaware to Circle	6,993.38	2,059.55
"	Butler	Richm'd to Delaware	10,616.66	3,185
"	Ferry	Main to Richmond	15,664	4,543
"	Fifteenth	Jersey to York	1,638.31	669.50
"	Barker	Delaware to Main	2,894.27	930
"	Broadway	Ellicott to Spring	26,876.66	4,031
"	Madison	Broadway to Brown	5,621⅓	1,946
1885.	West Avenue	York to Forest	32,100	9,638
"	Massachusetts	Ferry to Bank	18,097.33	5,421
"	Lewis	Howard to William	2,588	896
"	Ellicott	Best to Dodge	2,013	647
"	Main	Ferry to Scajaquada Bridge	14,311.47	3,570
"	Ferry	Main to Jefferson	9,373.54	2,810
"	Dodge	Main to Michigan	4,251⅓	1,366.50
"	St. John's Pl.	Orton Place to Wadsworth	1,690.90	543
"	North Pearl	Allen to Virginia	2,941.88	944.50
"	Linwood	Ferry to Delavan	10,547	2,527
"	Orton Place	Hudson to Pennsyl'a	1,784.85	668
"	Richmond	Connections	587.5	183
"	Summer	Main to Richmond	12,089.72	3,384
"	West Summer	York to Richmond	1,388	567.50
"	Vine Alley	Elm to Michigan	510.19	327
"	Richmond Av.	North to Bouck	35,605⅓	6,409
1886.	Fillmore Ave.	Seneca to Genesee	59,094⅓	10,637
"	Best St Circle		1,832⅓	183
"	Sixteenth	York to Vermont	3,845.11	1,336
"	Spruce	Genesee to Cherry	940	282
"	Seventh	Conn. to Front Ave.	8,354	2,506
"	Utica	Richmond Av. to Massachusetts	6,885.53	2,211
"	Arlington Pl.	Wadsworth to North	722.50	364
"	Cleveland	Delaware to Elmwood	7,298.39	2,189
"	Edward	Delaware to Virginia	2,802.40	967
"	Fifteenth	York to Rhode Island	6,258	2,011.50
"	Bouck Avenue	Niagara to Bidw'll Pl.	18,658	4,197
"	Bristol	Spring to Jefferson	1,975.50	635
"	Lutheran	Broadway to William	2,445	1,220
"	East	Amherst to Parrish	10,266.86	3,078
"	Walden Ave.	Fillmore to City Line	39,920	9,980
"	Main	Scajaquada Creek to Amherst	36,675.30	7,859
"	Main	Chippewa to Ferry	41,155	9,470
"	St. Paul	Main to Oak	2,574	891
"	Superior	Spring to Jefferson	1,736	558
"	Bouck Avenue	Bidwell Place to Chapin Place	13,991.11	3,148
"	Ellicott	Genesee to Swan	11,301.76	2,672
"	Ellicott	Best to Goodrich	2,904	930
"	Ellicott		86⅔	26
"	Seventeenth	Vermont to Conn.	1,932.66	669
"	Sycamore	Sherman to Fillmore	7,323.33	2,197
"	Anderson Pl.	Richm'd to Elmwood	3,981⅓	1,279.74
"	Eighteenth	Conn. to Vermont	1,934.55	668.50
"	Best	Jefferson to Genesee	1,477.60	4,433.33
"	Eagle	Washington to Mich.	8,877.16	2,174
"	Hamilton	Niagara to N. Y., L. E. & W. R'y Track	4,445.77	1,429
1887.	Elmwood Ave.	North to Forest Ave.	41,153	8,780
"	Elmwood Ave.	Parkway	235.18	50.4
"	Johnson	Broadway to Best	14,064.33	4,459
"	[illegible]	Michigan to Masten	2,266.50	728
"	Fifteenth	[illegible] to Hampshire	2,069.22	664
"	[illegible]	Ferry to Bouck	5,373.21	1,726
"	Laurel	Michigan to Masten	1,850.66	694
"	Maryland	Cottage to College	1,848.67	602
"	Krettner	Howard to Broadway	8,493.33	2,730
"	Hodge Avenue	Delaware to Ashland	6,976.66	2,093
"	Ellicott	Seneca to Exchange	2,033.53	456
"	Ohio	Michigan to Dead Creek Bridge	9,833	2,235
"	Hampshire	Front Ave. to Ferry	13,551.03	4,019
"	Grey	Broadway to Genesee	6,284.44	2,564
1888.	Carroll	Washington to Mich.	4,633.53	1,388
"	Howard Ave.	Summer to Auburn Avenue	16,128	4,834
"	Masten	Main to Dodge	17,223	5,167
"	Genesee	Jefferson to City Line	63,283	16,652
"	Ashland Ave.	Summer to Bouck Av.	18,212.22	5,488
"	Nineteenth	Rhode Island to Mass.	1,785	668
"	William	Jefferson to Mich.	11,536	3,708
"	Townsend	Broadway to William	8,310	2,671
"	Utica	Jefferson to Humboldt Parkway	8,456	2,718
"	Oneida	Emslie to Fillm'e Av.	8,204	2,461
"	Highland	Richm'd to Delaware	11,392	3,204
"	Lovejoy	Emslie to Fillm'e Av.	7,644	2,457
"	Waverly	Glenwood to Street R. R. Track	4,168	1,705
"	Breckenridge	Niagara to Elmwood Avenue	19,155.60	5,740.50
"	Essex	Rhode Island to Mass	1,787.43	669
Total Work to date			952,373.90	256,185.62

TOTAL, - 50 MILES.

ASPHALT PAVEMENTS.—Work Ordered.

Street.	Limits.	Square Yds.	Lineal Feet.
Herkimer	Albany to Bird Avenue	15,618.08	682
Sixteenth	Mass. to Hampshire	2,080.10	667.5
Express	Franklin to Pearl	567	263.5
Howard Avenue	Auburn Ave. to Bouck Avenue	2,024	607
Chester	Glenwood Av. to Puffer	6,630	2,486
Oakland Place	Summer to Bryant	5,840.65	1,501
Balcom	Main to Linwood Ave.	3,414	1,056
Jefferson	Main to Ferry	11,700	3,510
		47,873.83	14,772.10



ASPHALTED STREETS IN COLOR.

REPAIRS. The cost to the Tax-payers of Buffalo to keep the Asphalted streets of the City in repair during the past five years has been SEVENTY DOLLARS.

SIX HUNDRED MILES of A. L. BARBER'S GENUINE TRINIDAD ASPHALT Pavements have been laid in the United States.

HODGE BROS., AGENTS FOR BUFFALO.

GENERAL OFFICES: No. 1 BROADWAY, NEW-YORK.